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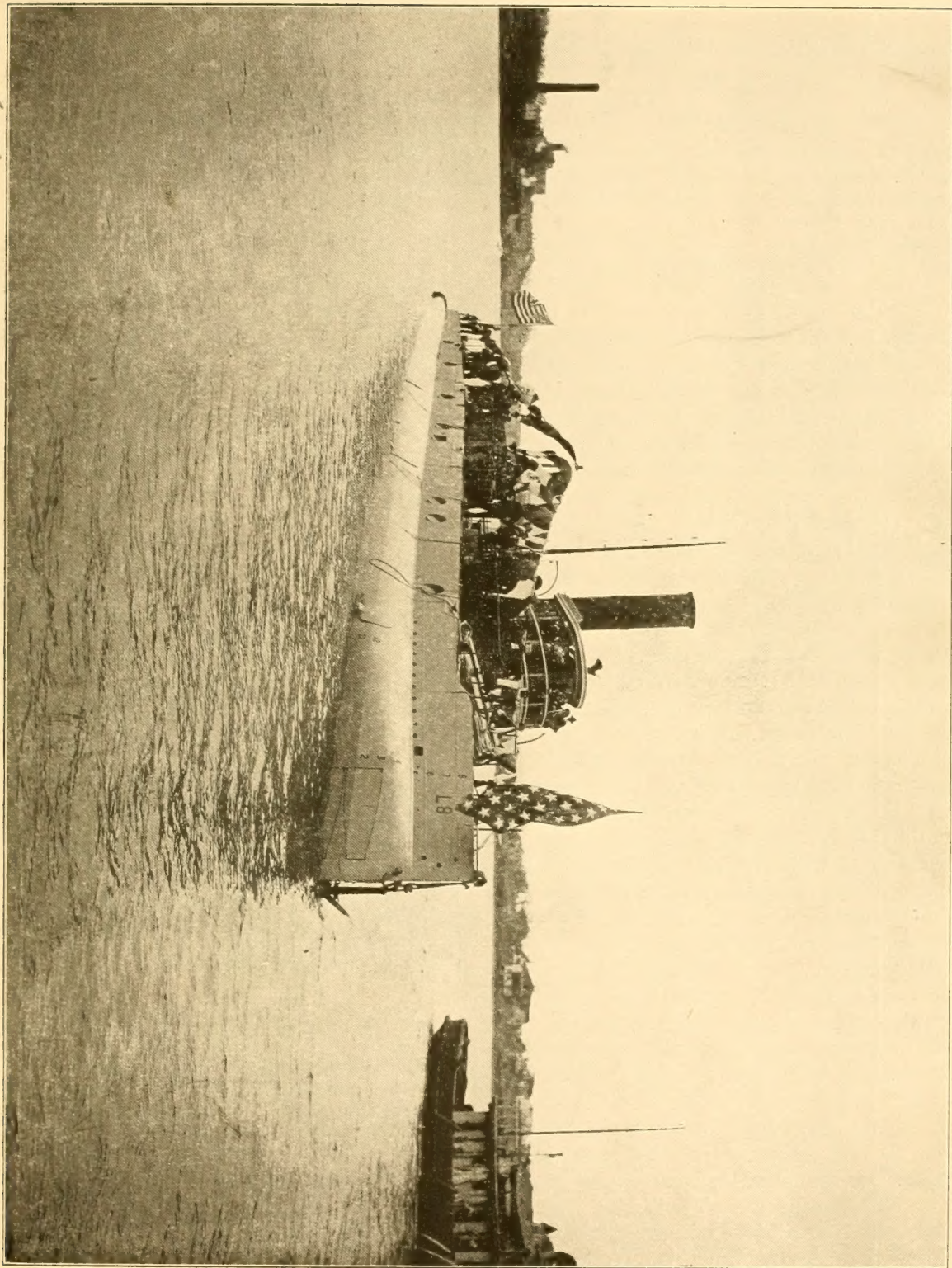
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LIFE BUOY

30/IV/23



INDUSTRIAL DEPARTMENT

LIFE BUOY.

DECEMBER.

VOL. I.

No. 1.

To be issued monthly for free distribution to employees of the Industrial Department of the Portsmouth Navy Yard, Portsmouth, N. H.

A FOREWORD.

The Life Buoy is thrown out to you not to save life but to instill life and enthusiasm in our Yard, to help to draw us together in our one common purpose to make this the best Navy Yard in the country. Those who have lived in small towns will remember how they looked forward each week for the town paper. Most of the "news" was already known, but still we wanted to read it, for each person mentioned seemed like one of our family; in fact, the paper helped to make the town one large family. That is the aim of the Life Buoy, to keep us together as one family and, to strive, all to the same purpose. When we do good work in the Yard we will boast a little, and when we fall down,— but, what's the use, we won't fall down. It is not to be an office publication nor a high-brow publication, but simply a little magazine of the whole Industrial Department. We want it to be personal, but in a good natured way, and never in a back-biting way. While it is "edited" in the main office, it wants the material to come from outside. It is proposed to have a man in each shop as a regular contributor, but contributions of "copy" from all others are not only welcome but are earnestly requested. We want articles of general Yard interest, and will appreciate constructive criticism; in a word, we want all hands to feel it is your magazine. If we do not publish every thing sent in do not feel hurt, for our space is limited. But, if the magazine fills the purpose for which it is intended, we hope to see it grow.

To prospective advertisers: The Life Buoy will have a "paid up" circulation of over thirty two hundred and will be read by ten

thousand: We feel its pages will be of real value for up to date advertising. We shall try to select our advertisers with care so that we can recommend them unreservedly to our subscribers. We do not come to you for charity, but we feel we can serve you.

SUBMARINES S-4 AND S-5.

The keels of Submarines S-4 and S-5 were laid and the first rivets driven at 10:30 A. M. on Tuesday, December 4, 1917, in the new shipbuilding ways. The ceremony was attended by most of the Yard officials and by a good many of the Yard employees. The band was present and opened the ceremony with "The Star Spangled Banner." After the first plate was laid in place for each vessel the first rivet in each was driven. The riveting gang for S-4 consisted of the Commandant, Rear Admiral C. J. Boush, U. S. N., Retired, and Naval Constructor R. P. Schlabach, U. S. N., as riveters; Chief Boatswain W. L. Hill, U. S. N., holder-on; F. W. Maby, Jr., rivet heater; and A. Gamester, rivet passer. The riveting gang for S-5 consisted of Commander J. E. Palmer, U. S. N., Retired, and Inspector of Naval Construction H. D. Bacon, as riveters; Medical Inspector F. M. Furlong, U. S. N., holder-on; R. C. Maby, rivet heater; and R. D. Waaser, rivet passer. These are the first vessels laid down on the new ways and we expect to make a record on them.

LIBERTY LOAN CLUB.

We understand the First National Bank has started a Liberty Loan Club in anticipation of the next Liberty Loan. The idea is that some have already paid all their bonds and this Club offers a system by which weekly payments can be made at the Bank to apply on your bonds for the next loan. The money thus paid in will draw interest, of course. As stated elsewhere the Boat Shop has already taken up this scheme.

RED TRIANGLE FUND.

A drive was made in the Yard last month for the Y. M. C. A. fund for soldier's camps. Coming right after the second Liberty Loan and so near Christmas time, the work was somewhat handicapped but a good sum was realized. The campaign in the Yard was under the charge of Amos Rundlett and he was assisted by men in each shop and by several Portsmouth speakers. It is characteristic of the Portsmouth Yard men to back any good project and this one was no exception to the rule.

SUPERVISORY FORCE DINNER.

On the evening of November 21st, all the officers and members of the Supervisory Force of the Industrial Department got together for a dinner and talk fest which was a success in every way. While we see each other every day in a business way we sometimes forget the personal side, and it was thought a dinner would give us an opportunity to get acquainted in a social way and to drop the cares of the Yard for the evening. Chief Boatswain Hill, U. S. N. got enthused with us, and it is due greatly to his energy and interest in the affairs of the Yard that such a good time and feed were enjoyed. Mr. A. B. Duncan of Portsmouth is also to be thanked for his kindness in giving us the venison for the stew. It is understood that his trusty rifle brought down the deer.

The dinner was held in Building 95 where a stage has been erected for vaudeville and movies. About one hundred and twenty-five were present, representing every shop in the Yard, and the way they stored away the food is a crime against Hoover. However, most of the food was from our own war gardens or from the New Hampsaire woods so that we do not expect to be indicted for the crime.

The Industrial Manager acted as Toastmaster and, after a short talk with an explanation of the idea of the dinner, introduced the Commandant, the guest of honor. Admiral Boush gave a short address which was enthusiastically received. Captain Hill, Mr. Rausch, the Safety Engineer, and the Shop Superintendent also made brief remarks.

After dinner the party was treated to a moving picture and vaudeville show from the Colonial which was tiptop in every way and it was noted that many of the "baldheads" were squirming to get in the front row.

It is hoped that this is but one of many such gatherings, not only of the Supervisory Force but of the various shops for it is thought that arrangements can be made for similar shop dinners if any shops desire to have them.

Johnny Watts says that Weston may have gotten farther from home on his hikes but that he is sure he did not cover more ground per day. Johnny's usual daily hike is about twenty miles and he carries anything from a wooden pattern for a safety pin to a deck winch.

SMITH SHOP NOTES.

While the bowling team of the Smith Shop may not always be the winner, it has a bigger manager than any other team on the Yard.

Dominick Paola says that, while the "Bigga de Stiff" can box and "wrestle," he will never make a champion ring tosser

We notice that since Frank Armstrong's wife has returned home from New York he has shaved off that fuzzy thing under his nose.

We understand that our doughty "Commodore" and "River Pilot," Lemuel Davis, will soon carry a full line of notions in his general store.

On December 14th, the Vulcan Club, an organization of the men in the Smith Shop, held its third meeting of the year, in G. A. R. Hall. Mr. Rausch, our Safety Engineer, addressed the club upon the subject "Some Facts." After the talk by Mr. Rausch, a general discussion was held concerning improvements in methods of shop practice, followed by the usual feed and sing.

This organization was founded in October, 1916, and is, to our knowledge, the first of its kind to be formed in any shop in the history of the Portsmouth Navy Yard. Its members hope that similar clubs will soon be organized by their fellow workmen in every shop on the Yard, as these meetings afford an opportunity for good fellowship and frank discussion by everyone, from the youngest apprentice to the foreman. The usual program consists of a short talk upon some subject of interest by an invited guest, followed by discussion of shop practice, a feed, and a sing, in which all hands join heartily.

Last year Naval Constructor Adams gave a very interesting illustrated talk upon "The Raising of the Dry Dock Dewey and Life in the Philippine Islands." Naval Constructor Schlabach spoke about the manufacture and testing of steel for Government work. Lieutenant Dysart explained the manufacture and proving of naval guns.

Several guests have been invited to speak this year. At one meeting, Lieutenant Schneider gave an informal discussion of some of his experiences while on neutrality duty in the Mediterranean. On this occasion, the feed was an Italian supper, prepared under the direction of Mr. Dominick Paola, whose compatriot, Mr. Louis Gmella, gave a demonstration of the approved method of eating spaghetti.

At another meeting, Commander Wyman spoke concerning his cruises as Commanding Officer of the survey ship Paducah. He also carefully explained to the members of the Vulcan Club that, while the Portsmouth Navy Yard workmen are civilians, they are still a part of the personal of the Navy; that, as members of such, they owe a particular duty to the Service at this time; that only by the closest co-operation between

them and the officers stationed at this Yard can our fighting brothers be supplied with many things upon which they are dependent.

We believe that not only the members of the Vulcan Club, but every man employed at the Portsmouth Navy Yard, is sensible of the duty which he owes to the Navy and to his country. We also believe that this will be demonstrated in the future, as it has been but recently by the largest per capita subscription to the second Liberty Loan, by an increase in the efficiency and production of this yard commensurate with and even surpassing that of the past twelve months.

STRUCTURAL SHOP NOTES.

Our worthy leveler says that picking a goose is some job.

There are times when you cannot lay up a cent and this is one of them. The scarcity of sugar and the high cost of shoe leather are two of the reasons.

Some reeds thrive in water, but Elvin was in a hurry to get out, forgetting the good it might do him.

Hannah Jones, our popular identifier, bought a piece of tobacco this week. I wonder why.

The identifiers at the Main Gate fight with each other to see "who is it." I suppose the covering is the reason.

The new guard house at the end of the bridge will be a great improvement and should be appreciated by the boys in uniform.

We hear that Ralph Ham slipped and fell while crossing the railroad track, but fortunately was not near a "frog" at the time.

FOUNDRY NOTES

Mr. and Mrs. Hugh McCann were in Boston recently, called there by the serious illness of the latter's father, Mr. Isaac Pridham, who recently underwent an operation.

Mr. Leon B. Shute, our genial casting cleaner, has lately joined the ranks of the benedicts. He doesn't need to tell us he is satisfied, for his happy smile has been broader than ever since he returned from his trip. Cigars are coming, boys.

The men working down on the iron floor say that when it comes to swinging a sledge hammer we have all got to hand it to Pete St. Johns, of Dover. Anybody doubting this just ask Bill Bates, who got up an awful sweat trying to keep up with him when they were breaking up that big head the other day.

The lucky members of our gang who ride home every night in a private compartment of a car have an idea that they have something on the rest of the foundry crowd when it comes to traveling in style, even though it is an old condemned car and the porter is not handy. For reservations see George McGee, who says he will do his best to fix things although seats are about all taken up.

SHIPFITTERS SHOP NOTES.

The honor of driving the first rivet in Submarines Nos. 109 and 110 should be shared by the officers who performed that pleasant task. Mr Joseph N. Parker, the efficient joiner in the mould loft, should be added to the list, since he has the honor of making and putting the handles on the hammers used.

The night force in the Shipfitters' Shop is putting the work out in a manner that should make the Kaiser haul in his pin-feathers.

Joe Smith, of the mold loft, took a day off last Saturday to put on his storm windows. He has about forty to put on, so the joiners in the loft are going to work overtime some Saturday night, and try to get them all on before having time.

Bill Higgins, one of the leadingmen of the Shipfitters Shop, has accepted a position, with the consent of the Government, at the Texas Yard at Bath, Maine, as general foreman, at a big salary. Bill says he is going to retire from ship building at the end of five years. We give Bill our best wishes, and hope he will have great success.

Owing to the elements and our thin blood we hope the end of the Franklin shiphouse will soon be closed up.

One of the shipfitters in the mold loft is thinking of exchanging his Ford for a Packard Limousine.

Bill Hunter says it is d - - cold checking off material at the new shiphouse.

Torchy, our brilliant acetylene operator, is enjoying few days vacation looking for a new house. The poor fellow is soon to be in the bonds of matrimony.

Through the good judgment of the Manager of the Navy Yard and the foreman of the Shipfitters Shop Mr. Gilkey, there has been started a school of instruction in shipfitting in the mold loft to enable the helpers to become shipfitters. The school hours are from 7 to 9 o'clock Tuesday and Friday nights, and they are two hours of very interesting study. The instructor, Mr. Smith (quartermaster shipfitter) is giving them the knowledge which took him many years to acquire, and the boys who go to this school are learning very fast, and without a doubt they will make very efficient shipfitters.

SECOND LIBERTY LOAN.

Portsmouth Navy Yard

Campaign A Big Success.

The second Liberty Loan campaign in the Portsmouth Navy Yard, was, as everyone expected it would be, a rip-roaring success. From the opening meeting at the band stand to the final count on the last day great enthusiasm was maintained. The Liberty Loan cup aroused much rivalry among the shops and offices, and it was not until the last day that anyone could prophesy the winner.

The campaign began with a rousing meeting at the band stand. This meeting was held at eleven A. M., Saturday, October 13, and all hands attended. The Boat Shop as winners of the first loan came up with the Navy Yard Band at their head, and carried brooms and banners. The meeting opened with the singing of America, which was followed by an address by Mr. Johnson of the Liberty Loan Committee of Boston. After singing the Star Spangled Banner the sale began, and in a half hour's time over \$75,000 worth of bonds were disposed of.

In order to thoroughly canvas every shop a committee was organized, consisting of the Shop Superintendent, with one man from each shop, and this committee met at eleven A. M., each day in the lunch room, second floor, where reports were submitted of the previous day's business. At different stages of the

campaign it looked as though the winner might be the Power plant, the Smith Shop or one of the Drafting Rooms. Although everyone thought the Boat Shop was holding back, no one was prepared for the deluge that was poured forth on the final count by this Shop. But they do say that Charlie Tucker was so worried the last morning he made every man in the shop stand on his head so he could shake all the loose change from their pockets for one final Fifty Dollar Bond.

The Smith Shop's "Spirit of 76" banner had a good power in spurring on all shops. On Wednesday, October 24th, large signs were put up in the Yard at the direction of the Navy Department, showing the amounts subscribed by all Yards, and these showed Portsmouth in the lead in the amount subscribed per man. Determined to maintain this lead, all hands worked like Trojans the last three days, and at eleven A. M. Saturday, the 27th, a total of \$289,000. was rolled up by the civilian force of the yard. This is an average of \$103. per man for those employed at the Yard at that time. The only report from other Yards which has been secured is that from Boston, which shows their per capita subscription to be about \$53. There is no doubt that Portsmouth still heads the list on a per capita basis, which is the only fair basis for comparison. When there comes any campaign of this sort in which loyalty to the Government and patriotism for this country is involved they can always count on the Portsmouth Yard as being there with the goods. The amounts subscribed by shops, together with the percentage of their allotment, follows.

Standing	Shops	Allotment	Total	Per Cent Apportionment
1	Boat	\$13,000	\$54,450	418.8
2	Smith	5,300	15,900	300.0
3	Drafting Room (81)	2,800	6,950	248.2
4	Drafting Room (Sub.)	4,300	10,000	232.5
5	Paint Shop	3,150	6,250	198.4
6	Power Plant	4,200	7,050	167.6
7	Commandants Office	550	900	163.0
8	Public Works (Whalley)	2,400	3,550	147.9
9	Machinists (89)	7,650	11,250	147.0
10	Sail	1,300	1,800	138.5
11	Industrial Office	5,450	7,450	136.6
12	Industrial Officers	3,450	4,600	133.3
13	Store	9,100	12,000	131.8
14	Laborers	5,250	6,350	120.9
15	Rigging Loft	1,000	1,200	120.0
16	Shipfitters	19,650	23,000	117.0
17	Smelting	1,350	1,500	111.9
18	Boiler	2,950	3,150	106.7
19	Machinists (80)	20,300	20,800	106.0
20	Foundry	11,550	12,150	105.1
21	Public Works (Dennett)	18,250	18,850	103.2
22	Joiners	10,100	10,400	102.9

22	Plumbers	11,750	12,100	102.9
24	Shipwrights	11,450	11,550	101.0
25	Pattern	3,400	3,400	100.0
25	Transportation	2,450	2,450	100.0
25	Electric	21,400	21,400	100.0
	Miscellaneous		5,150	
TOTAL.			295,600	



LIBERTY LOAN MEETING.

TOAST TO LIBERTY LOAN CHAMPS-1917.

By night or day we're on the job, to do our little bit

Our usual task of building boats, has always made a hit

At certain times we spend our coin, as freely as we can

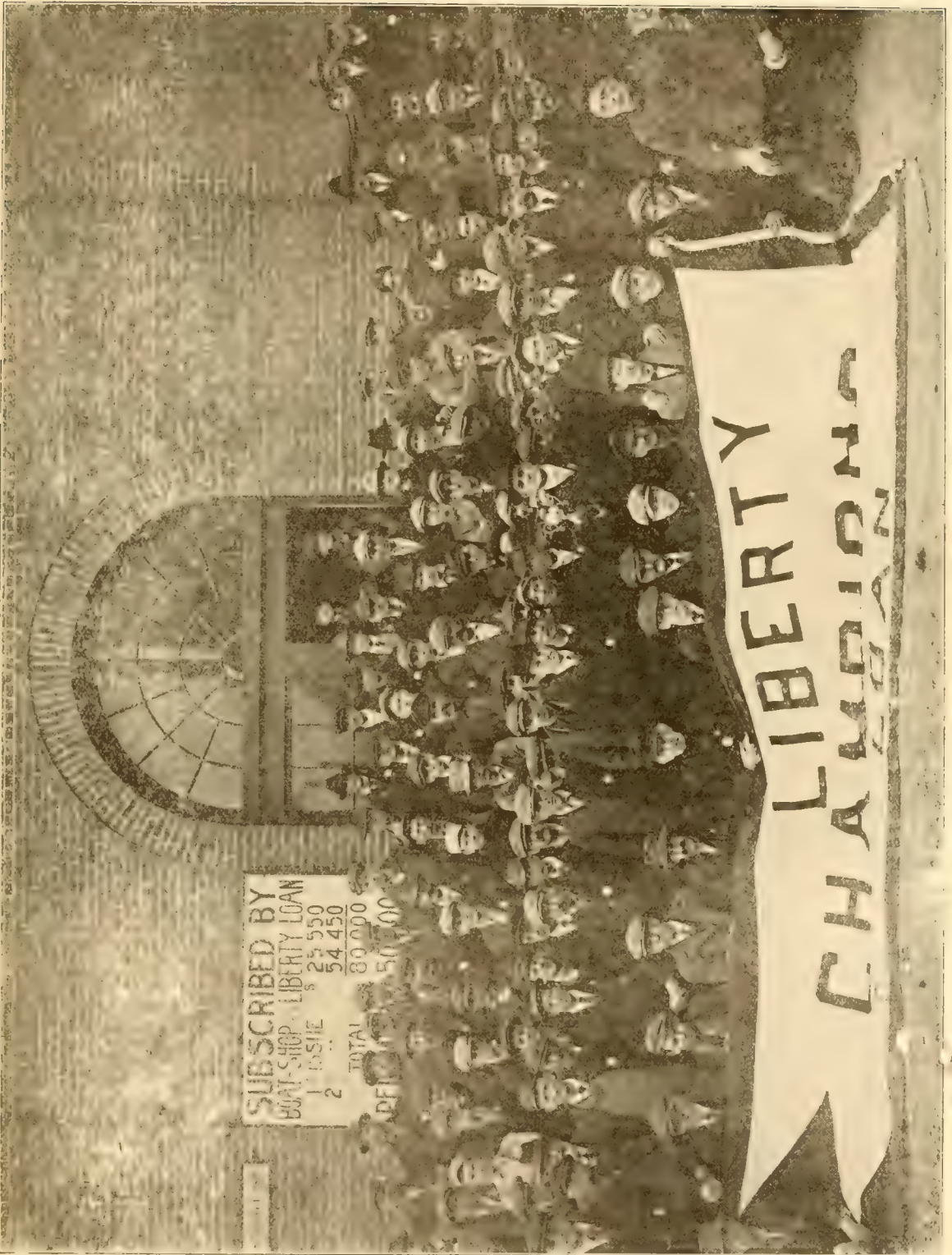
To lend as much as we can spare, to strengthen
"Uncle Sam."

So we are ready every man, when next the 3rd loan
comes

However large the loan may be, we would protect our
home

Our duty then "To do our bit," as we before have said

Push far beyond the other shops, and still remain
ahead.



SUBSCRIBED BY
BOAT-SHOP - LIBERTY LOAN
1st ISSUE \$ 25,550
2nd ISSUE 54,450

TOTAL \$ 80,000
OFFICE \$ 50,000

NOVEMBER ACCIDENTS.

Shop	Men	Total	Frequency	Minor	Serious
Gilkey	429	58	13.5	54	4
Maby	358	43	12.0	42	1
Waaser	332	30	9.0	29	1
Dennett	242	30	12.3	28	2
Wendell	203	10	4.9	10	0
Connors	184	28	15.2	26	2
Drake	176	7	4.0	6	1
Dixon	166	4	2.4	4	0
Boyle	132	11	8.3	10	1
Hayes	119	10	8.3	8	2
Gen'l Store	117	4	3.4	4	0
Gilker	89	6	6.7	5	1 *
Ashworth	75	16	21.2	12	4
Gamester	74	13	17.6	11	2
Flanigan	62	0	0.0	0	0
Ball	56	1	1.8	1	0
Rose	38	3	7.9	3	0
Whalley	36	2	5.6	2	1
Medcall	32	3	9.4	3	0
Johnson	28	3	11.6	3	0
Adams	16	0	0.0	0	0
Frisbee	10	0	0.0	0	0
	2974	282		261	22

*-Fatal

Accidents will happen but the records of insurance companies, state boards and manufacturing concerns show that 85 per cent are due to the fact that MEN DO NOT ALWAYS THINK. Some men do - too many do not. Because men failed to think 2,000,000 persons were injured last year - 22,000 were killed. Get out some war statistics and see how accidents and carelessness are hindering the war - then look over the table and see where you are hindering. 282 accidents a month means 3384 a year - one for every man! 21 serious accidents a month means 1 for every 13 men.

WHAT'S YOUR NUMBER ?

"There was ONE didn't know any better,
And a SECOND to lazy to care,
The THIRD took a short cut in a hurry,
The FOURTH took a chance on a dare,
The FIRST had a month long vacation

With a steam scalded hand for his pay.
NUMBER TWO broke the arm of his partner

When a poorly built scaffold gave way.
NUMBER THREE was run down by a motor;

Lost a leg - now he's railing at Fate.
And the FOURTH - well he begs for a living.
NUMBER FIVE had his brains where they should be.

Took no chances - warned other men too;
Helped to save life and limb for his fellows,
Tell me, PARTNER, which number are you?"

YOUR PART

The Yard Dispensary, Naval Hospital and the services of the Medical Officers of the Yard are available for the treatment of all injuries or ailments occurring in the regular work hours. These services are provided at Government expense. It is intended by their use to "nip in the bud" by proper medical treatment those injuries which, because of their nature and the tendency of men to let things go, become serious.

Neglect of small injuries where no more than the skin is broken, a bruise results or a little dirt gets in the eye, opens the way for infection and deformities which may result in death or amputation. Don't let a dirty-handed, well-intentioned man stick things in your eye or tie up your wounds. Play safe; take care of yourself; go to the Dispensary and see the doctor. A good job will be done and insure compensation in case you lose time.

A blind eye, a missing finger, a dislocated hip--Say men! look here, did you ever stop to think that "It is not what you take into the shop - its what you take home"? Think first then go ahead - - THAT IS SAFETY. - - SAFETY FOR YOU AND THE OTHER MAN TOO.

THE RESTAURANT.

An old man whose voice was very feeble used to call his hogs by rapping on a dish with a stick. As the hogs roamed further away he found it necessary to rap on a hollow tree. In the Fall of the year a flock of woodpeckers took up their abode in the old man's wood-lot and the hogs went crazy.

Just so with the lunch room. Everybody has knocked it until those concerned with its operation had got bone spavined (not in the legs) trying to keep up. The remains are now undergoing changes and modifications which it is hoped will make a decent funeral.

New cooking equipment is ordered and service is being rearranged for more rapid handling during lunch hours. The hopeful thing is the fact that plans are drawn, and the whole matter is up for approval, for constructing a lunch room to fill the entire open space between the present lunch room and the bowling alley. By this means room will be provided to handle the job in the best manner - good food can be served quickly and in a good variety consistent with the demand and the present food situation.

Warm light rooms will make it pleasant for those who eat in the Yard.

In the meanwhile we are experimenting with the idea of finding out where we can better things. If you have a suggestion or a complaint make it to the Safety Engineer - it is his job just now.

CRUMBS.

So far famine has not hit the lunch room but if everybody wasted bread and other things the way some men do we would be putting the - "Three Cents a Day Saves a Life" - signs in all the shops. Take what you can eat, eat what you take.

Make up your mind what you want when you step up to the serving table - there may be a hundred behind you who don't care a "tinker's dam" what you are eating and who will eat as soon as you get out of the way.

Usually there are plenty of tables if a man will use his feet just after he uses his eyes.

Doors were made for two things - to go through and to close. The lunch room doors are just like others.

THOSE SHOES.

The shoe stand going the round of the shops has on exhibition some of the best work-shoes made. They come direct from the maker; are handled without profit and sold here that the men may have a heavy shoe

suitable for work and wear that is safe - full double soles and reinforced box toe. Anybody can have these shoes that wants them (as many as they wish); simply see your timekeeper and deposit the price with him. He will give you a receipt and they will be ordered at once. If this is not convenient go and see the Safety Engineer - he will fix you up. But look the shoes over anyhow - they are a good buy. Delivery about 10 days from date of order.

MERRY CHRISTMAS.

The Industrial Manager and the officers of the Department desire to extend their best wishes to every man of the Yard for a Merry Christmas and a Happy New Year. It is hoped that the coming year may bring peace and happiness to our Country, and prosperity and contentment to us all. Let us all pull together to do our share to make 1918 a banner year for the Portsmouth Yard.

The cover design of the Life Buoy is from the pen of A. A. Moore, the blue printer of the Industrial Department.

It is a good old motto to "Practice what you preach." Our valued Safety Engineer played with an "unloaded" primer and had his hand burned. So if you notice his bandaged hand look at him, not scornfully but with pity.

If you approach Mr. F. L. Wasser when he is alone and give him a wink to show him you are on to his secret he will give you a cigar.

We regret to announce that Industrial Manager, L. S. Adams, U. S. N., has been ill with appendicitis. It was found necessary to operate on Sunday Dec. 9th. He is recovering rapidly, however, and it is hoped he will soon be back on the job.

A FEW THOUGHTS FOR MEMBERS OF OUR INDUSTRIAL DEPARTMENT.

Commander H. L. Wyman, U. S. Navy,
Assistant Manager.

With our nation in this World War, the efficiency of our navy yards has assumed an importance greater than ever before. On the work of the yards is dependent the material condition of our fleet. The winning of the War, today is, and must remain until victory, the foremost concern of every individual American, no matter what be his other interests, for all such are necessarily secondary and dependent upon our winning. The success of the Navy depends on two great factors, PERSONNEL, and MATERIEL, the one cannot do without the other. It is with MATERIEL that our Industrial Department is concerned. Further, in this War it is not the Navy alone that is dependent upon our work, it concerns our Army also, for before the Army can fight our soldiers must be transported across the sea, protected against the enemies' submarines.

Naturally all of the navy yards of the country are called upon to work as never before. Portsmouth, while one of the smaller yards, is one of the oldest, and no yard possesses a finer record. It behooves us to more than keep up that record, and to do that we must surpass ourselves. We of the Portsmouth Yard possess an advantage over other yards; we are, so to speak, one family, in a way that is hardly possible in the much larger yards located in great metropolitan centers, where officers and workmen cannot know one another as we can here. Of course since the War began all navy yards have greatly increased their forces. In comparison with other yards our percentage increase doubtless stands well, and in fact it is probably better than that of some others because ever since the War began we have succeeded in a gradual but steady increase, picking the new material and holding it. Before the War, Portsmouth gave work to less than one thousand employees. Now we have over three thousand, or today our labor roll stands at approximately that of one of the big yards before the War. But at this we cannot stop, the work in hand is too great; we must keep steadily on until we get at least a thousand more employees, for instead of building leisurely one small submarine, we are now called upon to construct and deliver twelve at the earliest possible date. From having three armored cruisers to care for, we are now the repair yard for seven, and likely will have nine of them. The vessels of the Mine Force have all been added here, and we must take our share of the work on converted vessels and patrol boats. The demands on the yard for manufactured articles have increased tremendously and in regard to that we must consider how our entire Navy is actually dependent upon certain of the manufactured products of this Navy Yard. No

other navy yard is equipped to make them. Private establishments are not able to make them, they do not understand their manufacture. The electrical fittings as made here are generally of special design, necessarily so since the commercial world does not have to meet the requirements that must go into electrical fittings to stand the shock of gunfire and constant exposure to atmosphere saturated with salt water.

Under Naval Constructor Adams' design we build here the fast motor boats for the Navy. Our Manager ranks among the foremost designers in the country for high speed motor boats to meet service requirements, and is the Navy's authority on this class of boats. While the increased demand for these boats has jumped so that it is physically impossible for this Yard to now build all that are urgently needed, yet in their construction we must lead so others can follow.

The work of the Spar Shop in manufacturing special articles for the Navy is of great importance. We make here special cooperage and spars, such as cannot be obtained elsewhere. Others of our shops also have their specialties.

Our responsibilities are very great and to meet them means that as long as this War shall last every single one of us must put forth, day by day, our utmost efforts. We must work as never before, but as we CAN work when we have our hearts in it and when we constantly exercise that American spirit of working to win which can conquer everything. This means team work, TEAM WORK from top to bottom. No individual can fully count except as he serves his immediate leader, and as in turn each leader of men serves his senior. There must be loyalty throughout, it must work from each and every man up to the Manager, and in turn it will so work from the Manager down. There must be a common trust, one with another, in order that the end may be attained; for maximum output, which is the end, can ONLY be attained when the TEAM WORK is perfect. That means there must be directive control, flowing out from the Manager at the head in a most orderly fashion until it reaches every individual workman. It means the putting aside of petty jealousies; it means that each individual must resolve to himself that he will NOT nurse his special difficulties. There is not one of us who cannot find troubles to nurse; a man can do that wherever he is in the world, it is entirely independent of the Portsmouth Yard. A man who thinks he has troubles here would certainly have as many, and probably a great many more, were he somewhere else. On the other hand, most of such troubles are of man's own making and they are fostered by cliques, and by petty agitation that does not dare come out in the open. There is no REAL trouble that cannot properly be brought out squarely and fairly, and in every case of that sort each and every one of you can

depend upon it, it will receive sympathetic attention from your Manager. This does not mean that for every trivial thing a man should go running to the Manager, taking up his time; it is not fair to him to do that, neither is it fair to your immediate leader, be he foreman or officer. Further, we cannot expect that EVERY little trouble can be eradicated; if that could be, the world would be a very different sort of a world,—it would not be human.

For our War service, maximum output, day by day, is the duty that we each and everyone of us owe our Country. To attain that means of team work, team work in every shop, team work between foremen, team work between officers and foremen, team work between officers, and in all of our combined team work giving our utmost loyal services under the direction of the Manager.

In this there are two parts that must be performed; one the manual work itself, the other the directing of the work as a whole to the end that every bit of our manual labor shall count. Sometimes the worker thinks of the men of his Management as sitting around in clean clothes and having an easy job; sometimes men of the Management think of the workmen as having the easy end of it—neither is correct. The laborer has the advantage in being relieved of the anxieties of the kind that can come only to the men of Management. Those of the Management whose duty it is to carry on planning and directing for the benefit of the whole must bear the responsibilities that go with their positions. For this they are relieved of manual labor. ONLY by the combination of these two different classes of workers do we gain results, and this combination must be one of good will and trust each in the other.

Our ship repair work has already tremendously increased since the war began. It likely must further increase when the casualties occur and as additional ships are added to the Navy. Our manufacturing activities are only limited by the maximum that we can turn out, subject of course to their non-interference with new construction work, the urgency of which is especially designated, and the urgent work on ships of the fleet sent here for repairs. You can count upon it that we cannot ever keep entirely up with the orders for our manufactures that will come to the Yard throughout the war for this class of work. Up to the present our Yard has hardly felt the real call that is coming for submarine construction, because so far the work on eleven boats has largely been confined to the drafting room and to preliminary work in the shops making ready raw materials. Now the time is close at hand when we must take up actual construction work of such magnitude as this Yard has never known before. We must meet the continual calls for ship repair work, and we must continue to do our best on the special manufacture work.

The Navy department has directed that the building of the first of our large submarines shall have precedence over all other work at the Yard. Ordinarily new construction work at a Navy Yard is not given precedence over work on ships of the fleet. Hence we see the great value that the Department is placing upon this vessel and how important it is that we put forth our best efforts to make a record for her completion. We want to SET THE PACE for the private shipyards building submarines and if we put the determination and spirit into our work of which we are capable, we undoubtedly CAN beat them out.

With the expansion that has already come to us since the War began, organization and methods that served well when we were a much smaller Department necessarily require a broadening out and in some directions readjustment and elaborating to keep pace with our growth. New methods to promote efficiency and increased output must constantly be sought for. The Management is constantly endeavoring to improve its organization and is giving study to the possibilities in this direction. We must do everything possible to promote smooth running for our increased work. You may be confident that there will be no doing away with what is already GOOD unless we definitely see the way to something BETTER. Defects are always bound to exist in any organization and no one man can see them all. Improvements come through carefully considered suggestions of those who see particular needs. That means that the Management must have suggestions from many throughout the Department and that they be not restricted to any one class in our organization. Destructive criticism rarely serves any useful purpose, but constructive criticism, wherein a proper remedy for an apparent defect is suggested, is always to be welcomed. At this time it is not only the particular desire of the Management, but it is the duty of any individual of the Department who has ideas for improvement in any direction to bring them to attention. For the workman in the shop, he should freely go to his foreman or to any officer with whom his work is associated. Applying the spirit of loyalty, no one with a suggestion to make will ever be in doubt as to whom to present it in this Department. Oftentimes it will happen that there are reasons preventing the adoption of suggestions that at first seem most desirable. Hence, the ultimate handling of them must necessarily lie with the Management in order to consider the good of the whole. When some suggestion does not bear immediate results do not be discouraged and think that it has gone unappreciated, but on the contrary be on the lookout to turn in a still better one. Remember that we are all working for our Country, from top to bottom, that the Management cannot accomplish its work without the loyal support of the entire working force, and that in turn no man in the Department can fully do his bit except by loyally supporting those held responsible for the work, and who are in turn actually dependent upon him.

NOTE: Since the foregoing was written, our Manager was stricken with a severe attack of appendicitis necessitating operation, and as a result he must have some time for convalescence and recuperation. It, therefore, behooves each one of us to constantly bear in mind that it is particularly incumbent on us at this time to do our bit exactly as the Manager would wish it of us. Let each of us do his bit from hour to hour exactly as though the eye of the Manager were directly on us all.

A young missionary went into a wild Western town and held meetings. The first Sunday he had a small organ with which he weezed out the music for the hymns. The second Sunday the following sign appeared:-

“Don’t shoot the organist—
He’s doing his damdest.”

This is our first issue.

The Editor



JANUARY
1918

NAVY YARD,
PORTSMOUTH, N.H.

INDUSTRIAL DEPARTMENT

LIFE BUOY.

PORTSMOUTH, N. H.
JANUARY,
1918

INDUSTRIAL DEPARTMENT LIFE BUOY.

JANUARY, 1918.

VOL. I.

No. 1.

To be issued monthly for free distribution to employees of the Industrial Department of the Portsmouth Navy Yard, Portsmouth, N. H.

A FOREWORD.

The Life Buoy is thrown out to you not to save life but to instill life and enthusiasm in our Yard, to help to draw us together in our one common purpose to make this the best Navy Yard in the country. Those who have lived in small towns will remember how they looked forward each week for the town paper. Most of the "news" was already known, but still we wanted to read it, for each person mentioned seemed like one of our family; in fact, the paper helped to make the town one large family. That is the aim of the Life Buoy, to keep us together as one family and to strive, all to the same purpose. When we do good work in the Yard we will boast a little, and when we fall down,—but, what's the use, we won't fall down. It is not to be an office publication nor a high-brow publication, but simply a little magazine of the whole Industrial Department. We want it to be personal, but in a good natured way, and never in a back-biting way. While it is "edited" in the main office, it wants the material to come from outside. It is proposed to have a man in each shop as a regular contributor, but contributions of "copy" from all others are not only welcome but are earnestly requested. We want articles of general Yard interest, and will appreciate constructive criticism; in a word, we want all hands to feel it is your magazine. If we do not publish every thing sent in do not feel hurt, for our space is limited. But, if the magazine fills the purpose for which it is intended, we hope to see it grow.

To prospective advertisers: The Life Buoy will have a "paid up" circulation of over thirty-two hundred and will be read by ten

thousand: We feel its pages will be of real value for up to date advertising. We shall try to select our advertisers with care so that we can recommend them unreservedly to our subscribers. We do not come to you for charity, but we feel we can serve you.

Two keels were recently laid in the shipbuilding ways. The ceremony of driving the first rivets was attended by most of the Yard officials and by a good many of the Yard employees. The band was present and opened the ceremony with "The Star Spangled Banner." After the first plate was laid in place for each vessel the first rivet in each was driven. The riveting gang for one consisted of the Commandant, Rear Admiral C. J. Boush, U. S. N., Retired, and Naval Constructor R. P. Schlabach, U. S. N., as riveters; Chief Boatswain W. L. Hill, U. S. N., holder-on; F. W. Maby, Jr., rivet heater; and A. Gamester, rivet passer. The riveting gang for the other consisted of Commander J. E. Palmer, U. S. N., Retired, and Inspector of Naval Construction H. D. Bacon, as riveters; Medical Inspector F. M. Furlong, U. S. N., holder-on; R. C. Maby, rivet heater; and R. D. Waaser, rivet passer. We expect to make a record on this new construction work.

LIBERTY LOAN CLUB.

We understand the First National Bank has started a Liberty Loan Club in anticipation of the next Liberty Loan. The idea is that some have already paid for all their bonds and this Club offers a system by which weekly payments can be made at the Bank to apply on your bonds for the next loan. The money thus paid in will draw interest, of course. As stated elsewhere the Boat Shop has already taken up this scheme.

RED TRIANGLE FUND.

A drive was made in the Yard last month for the Y. M. C. A. fund for soldiers' camps. Coming right after the second Liberty Loan and so near Christmas time, the work was somewhat handicapped but a good sum was realized. The campaign in the Yard was under the charge of Amos Rundlett and he was assisted by men in each shop and by several Portsmouth speakers. It is characteristic of the Portsmouth Yard men to back any good project and this one was no exception to the rule.

SUPERVISORY FORCE DINNER.

On the evening of November 21st, all the officers and members of the Supervisory Force of the Industrial Department got together for a dinner and talk fest which was a success in every way. While we see each other every day in a business way we sometimes forget the personal side, and it was thought a dinner would give us an opportunity to get acquainted in a social way and to drop the cares of the Yard for the evening. Chief Boatswain Hill, U. S. N. got enthused with us, and it is due greatly to his energy and interest in the affairs of the Yard that such a good time and feed were enjoyed. Mr. A. B. Duncan of Portsmouth is also to be thanked for his kindness in giving us the venison for the stew. It is understood that his trusty rifle brought down the deer.

The dinner was held in Building 95 where a stage has been erected for vaudeville and movies. About one hundred and twenty-five were present, representing every shop in the Yard, and the way they stored away the food is a crime against Hoover. However, most of the food was from our own war gardens or from the New Hampshire woods so that we do not expect to be indicted for the crime.

The Industrial Manager acted as Toastmaster and, after a short talk with an explanation of the idea of the dinner, introduced the Commandant, the guest of honor. Admiral Boush gave a short address which was enthusiastically received. Captain Hill, Mr. Rausch, the Safety Engineer, and the Shop Superintendent also made brief remarks.

After dinner the party was treated to a moving picture and vaudeville show from the Colonial which was tiptop in every way and it was noted that many of the "baldheads" were squirming to get in the front row.

It is hoped that this is but one of many such gatherings, not only of the Supervisory Force but of the various shops for it is thought that arrangements can be made for similar shop dinners if any shops desire to have them.

Johnny Watts says that Weston may have gotten farther from home on his hikes but that he is sure he did not cover more ground per day. Johnny's usual daily hike is about twenty miles and he carries anything from a wooden pattern for a safety pin to a deck winch.

SMITH SHOP NOTES.

While the bowling team of the Smith Shop may not always be the winner, it has a bigger manager than any other team on the Yard.

Dominick Paola says that, while the "Bigga de Stiff" can box and "wrestle," he will never make a champion ring tosser.

We notice that since Frank Armstrong's wife has returned home from New York he has shaved off that fuzzy thing under his nose.

We understand that our doughty "Commodore" and "River Pilot," Lemuel Davis, will soon carry a full line of notions in his general store.

On December 14th, the Vulcan Club, an organization of the men in the Smith Shop, held its third meeting of the year, in G. A. R. Hall. Mr. Rausch, our Safety Engineer, addressed the club upon the subject "Some Facts." After the talk by Mr. Rausch, a general discussion was held concerning improvements in methods of shop practice, followed by the usual feed and sing.

This organization was founded in October, 1916, and is, to our knowledge, the first of its kind to be formed in any shop in the history of the Portsmouth Navy Yard. Its members hope that similar clubs will soon be organized by their fellow workmen in every shop on the Yard, as these meetings afford an opportunity for good fellowship and frank discussion by everyone, from the youngest apprentice to the foreman. The usual program consists of a short talk upon some subject of interest by an invited guest, followed by discussion of shop practice, a feed, and a sing, in which all hands join heartily.

Last year Naval Constructor Adams gave a very interesting illustrated talk upon "The Raising of the Dry Dock Dewey and Life in the Philippine Islands." Naval Constructor Schlabach spoke about the manufacture and testing of steel for Government work. Lieutenant Dysart explained the manufacture and proving of naval guns.

Several guests have been invited to speak this year. At one meeting, Lieutenant Schneider gave an informal discussion of some of his experiences while on neutrality duty in the Mediterranean. On this occasion, the feed was an Italian supper, prepared under the direction of Mr. Dominick Paola, whose compatriot, Mr. Louis Ginella, gave a demonstration of the approved method of eating spaghetti.

At another meeting, Commander Wyman spoke concerning his cruises as Commanding Officer of the survey ship Paducah. He also carefully explained to the members of the Vulcan Club that, while the Portsmouth Navy Yard workmen are civilians, they are still a part of the personnel of the Navy; that, as members of such, they owe a particular duty to the Service at this time; that only by the closest co-operation between

them and the officers stationed at this Yard can our fighting brothers be supplied with many things upon which they are dependent.

We believe that not only the members of the Vulcan Club, but every man employed at the Portsmouth Navy Yard, is sensible of the duty which he owes to the Navy and to his country. We also believe that this will be demonstrated in the future, as it has been but recently by the largest per capita subscription to the second Liberty Loan, by an increase in the efficiency and production of this yard commensurate with and even surpassing that of the past twelve months.

STRUCTURAL SHOP NOTES.

Our worthy leveler says that picking a goose is some job.

There are times when you cannot lay up a cent and this is one of them. The scarcity of sugar and the high cost of shoe leather are two of the reasons.

Some reeds thrive in water, but Elvin was in a hurry to get out, forgetting the good it might do him.

Hannah Jones, our popular identifier, bought a piece of tobacco this week. I wonder why.

The identifiers at the Main Gate fight with each other to see "who is it." I suppose the covering is the reason.

The new guard house at the end of the bridge will be a great improvement and should be appreciated by the boys in uniform.

We hear that Ralph Ham slipped and fell while crossing the railroad track, but fortunately was not near a "frog" at the time.

FOUNDRY NOTES.

Mr. and Mrs. Hugh McCann were in Boston recently, called there by the serious illness of the latter's father, Mr. Isaac Pridham, who recently underwent an operation.

Mr. Leon B. Shute, our genial casting cleaner, has lately joined the ranks of the benedicts. He doesn't need to tell us he is satisfied, for his happy smile has been broader than ever since he returned from his trip. Cigars are coming, boys.

The men working down on the iron floor say that when it comes to swinging a sledge hammer we have all got to hand it to Pete St. Johns, of Dover. Anybody doubting this just ask Bill Bates, who got up an awful sweat trying to keep up with him when they were breaking up that big head the other day.

The lucky members of our gang who ride home every night in a private compartment of a car have an idea that they have something on the rest of the foundry crowd when it comes to traveling in style, even though it is an old condemned car and the porter is not handy. For reservations see George McGee, who says he will do his best to fix things although seats are about all taken up.

SHIPFITTERS SHOP NOTES.

The honor of driving the first rivets in the keels on the ways should be shared by all who performed that pleasant task. Mr. Joseph N. Parker, the efficient joiner in the mold loft, should be added to the list, since he has the honor of making and putting the handles on the hammers used.

The night force in the Shipfitters Shop is putting the work out in a manner that should make the Kaiser haul in his pin-feathers.

Joe Smith, of the mold loft, took a day off last Saturday to put on his storm windows. He has about forty to put on, so the joiners in the loft are going to work overtime some Saturday night, and try to get them all on before haying time.

Bill Higgins, one of the leadingmen of the Shipfitters Shop, has accepted a position, with the consent of the Government, at the Texas Yard at Bath, Maine, as general foreman, at a big salary. Bill says he is going to retire from ship building at the end of five years. We give Bill our best wishes, and hope he will have great success.

Owing to the elements and our thin blood we hope the end of the Franklin shiphouse will soon be closed up.

One of the shipfitters in the mold loft is thinking of exchanging his Ford for a Packard Limousine.

Bill Hunter says it is d - - cold checking off material at the new shiphouse.

Torchy, our brilliant acetylene operator, is enjoying a few days vacation looking for a new house. The poor fellow is soon to be in the bonds of matrimony.

Through the good judgment of the Manager of the Navy Yard and the foreman of the Shipfitters Shop, Mr. Gilkey, there has been started a school of instruction in shipfitting in the mold loft to enable the helpers to become shipfitters. The school hours are from 7 to 9 o'clock Tuesday and Friday nights, and they are two hours of very interesting study. The instructor, Mr. Smith (quartermaster shipfitter) is giving them the knowledge which took him many years to acquire, and the boys who go to this school are learning very fast, and without a doubt they will make very efficient shipfitters.

SECOND LIBERTY LOAN.

Portsmouth Navy Yard

Campaign A Big Success.

The second Liberty Loan campaign in the Portsmouth Navy Yard, was, as everyone expected it would be, a rip-roaring success. From the opening meeting at the band stand to the final count on the last day great enthusiasm was maintained. The Liberty Loan cup aroused much rivalry among the shops and offices, and it was not until the last day that anyone could prophesy the winner.

The campaign began with a rousing meeting at the band stand. This meeting was held at eleven A. M., Saturday, October 13, and all hands attended. The Boat Shop as winners of the first loan came up with the Navy Yard Band at their head, and carried brooms and banners. The meeting opened with the singing of America, which was followed by an address by Mr. Johnson of the Liberty Loan Committee of Boston. After singing the Star Spangled Banner the sale began, and in a half hour's time over \$75,000 worth of bonds were disposed of.

In order to thoroughly canvas every shop a committee was organized, consisting of the Shop Superintendent, with one man from each shop, and this committee met at eleven A. M., each day in the lunch room, second floor, where reports were submitted of the previous day's business. At different stages of the

campaign it looked as though the winner might be the Power plant, the Smith Shop or one of the Drafting Rooms. Although everyone thought the Boat Shop was holding back, no one was prepared for the deluge that was poured forth on the final count by this Shop. But they do say that Charlie Tucker was so worried the last morning he made every man in the shop stand on his head so he could shake all the loose change from their pockets for one final Fifty Dollar Bond.

The Smith Shop's "Spirit of 76" banner had a good power in spurring on all shops. On Wednesday, October 24th, large signs were put up in the Yard at the direction of the Navy Department, showing the amounts subscribed by all Yards, and these showed Portsmouth in the lead in the amount subscribed per man. Determined to maintain this lead, all hands worked like Trojans the last three days, and at eleven A. M. Saturday, the 27th, a total of \$289,000. was rolled up by the civilian force of the yard. This is an average of \$103. per man for those employed at the Yard at that time. The only report from other Yards which has been secured is that from Boston, which shows their per capita subscription to be about \$53. There is no doubt that Portsmouth still heads the list on a per capita basis, which is the only fair basis for comparison. When there comes any campaign of this sort in which loyalty to the Government and patriotism for this country is involved they can always count on the Portsmouth Yard as being there with the goods. The amounts subscribed by shops, together with the percentage of their allotment, follows.

Standing	Shops	Allotment	Total	Per Cent Apportionment
1	Boat	\$13,000	\$54,450	418.8
2	Smith	5,300	15,900	300.0
3	Drafting Room (81)	2,800	6,950	248.2
4	Drafting Room (Sub.)	4,300	10,000	232.5
5	Paint Shop	3,150	6,250	198.4
6	Power Plant	4,200	7,050	167.6
7	Commandants Office	550	900	163.0
8	Public Works (Whalley)	2,400	3,550	147.9
9	Machinists (89)	7,650	11,250	147.0
10	Sail	1,300	1,800	138.5
11	Industrial Office	5,450	7,450	136.6
12	Industrial Officers	3,450	4,600	133.3
13	Store	9,100	12,000	131.8
14	Laborers	5,250	6,350	120.9
15	Rigging Loft	1,000	1,200	120.0
16	Shipfitters	19,650	23,000	117.0
17	Smelting	1,350	1,500	111.9
18	Boiler	2,950	3,150	106.7
19	Machinists (80)	20,300	20,800	106.0
20	Foundry	11,550	12,150	105.1
21	Public Works (Dennett)	18,250	18,850	103.2
22	Joiners	10,100	10,400	102.9

22	Plumbers	11,750	12,100	102.9
24	Shipwrights	11,450	11,550	101.0
25	Pattern	3,400	3,400	100.0
25	Transportation	2,450	2,450	100.0
25	Electric	21,400	21,400	100.0
	Miscellaneous		5,150	
TOTAL.			295,600	

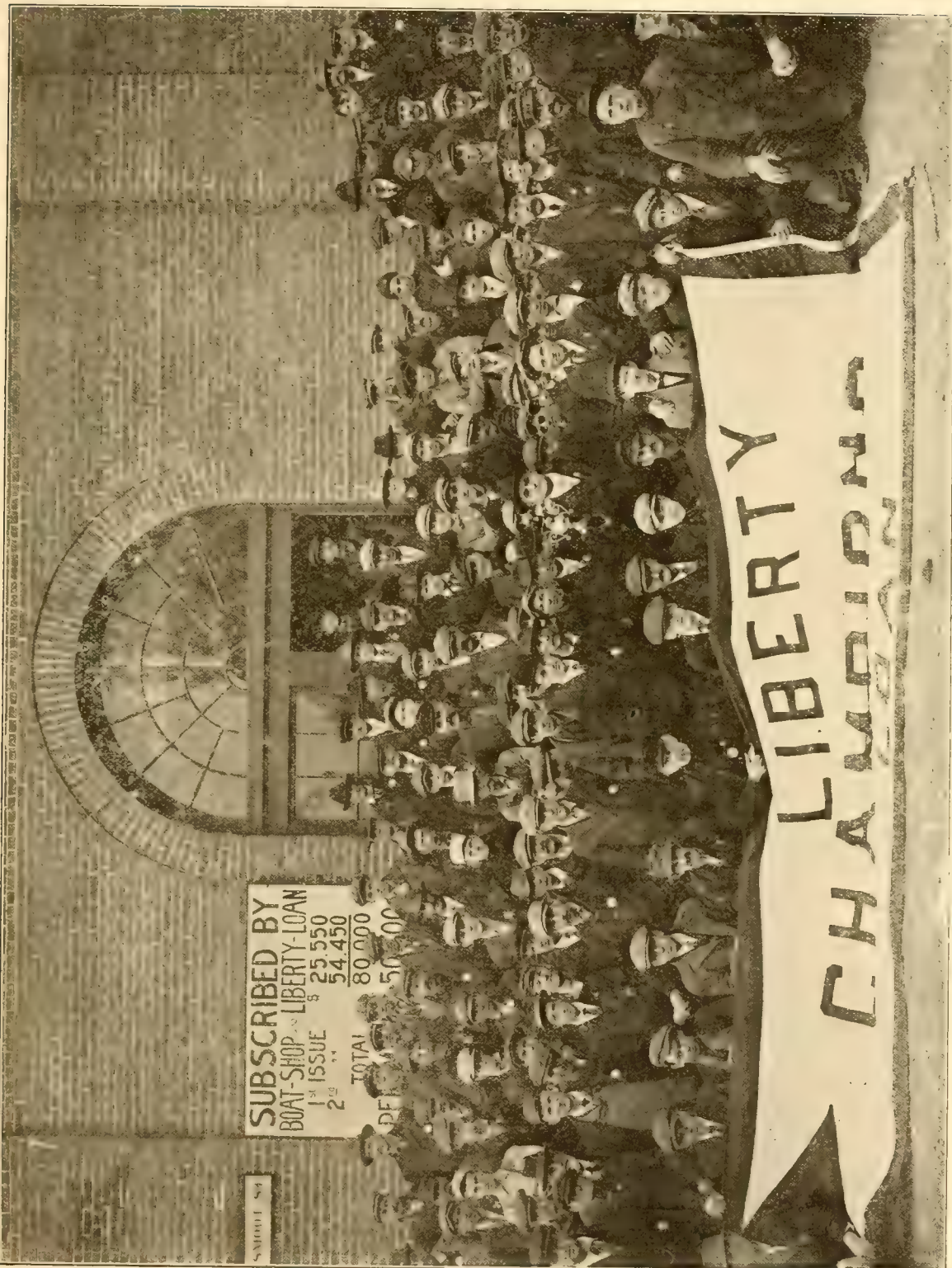


LIBERTY LOAN MEETING.

TOAST TO LIBERTY LOAN CHAMPS-1917.

By night or day we're on the job, to do our little bit
Our usual task of building boats, has always made a hit
At certain times we spend our coin, as freely as we can
To lend as much as we can spare, to strengthen
 "Uncle Sam."

So we are ready every man, when next the 3rd loan
 comes
However large the loan may be, we would protect our
 home
Our duty then "To do our bit," as we before have said
Push far beyond the other shops, and still remain
ahead.



CH A LIBERTY

SUBSCRIBED BY
BOAT-SHOP LIBERTY-LOAN
1st ISSUE \$ 25.550
2nd " " 54.450
TOTAL 80.000
DEFERRED 50.000

SAINT

NOVEMBER ACCIDENTS.

Shop	Men	Total	Frequency	Minor	Serious
Gilkey	429	58	13.5	54	4
Maby	358	43	12.0	42	1
Waaser	332	30	9.0	29	1
Dennett	242	30	12.3	28	2
Wendell	203	10	4.9	10	0
Connors	184	28	15.2	26	2
Drake	176	7	4.0	6	1
Dixon	166	4	2.4	4	0
Boyle	132	11	8.3	10	1
Hayes	119	10	8.3	8	2
Gen'l Store	117	4	3.4	4	0
Gilker	89	6	6.7	5	1 *
Ashworth	75	16	21.2	12	4
Gamester	74	13	17.6	11	2
Flanigan	62	0	0.0	0	0
Ball	56	1	1.8	1	0
Rose	38	3	7.9	3	0
Whalley	36	2	5.6	2	1
Medcalf	32	3	9.4	3	0
Johnson	28	3	11.6	3	0
Adams	16	0	0.0	0	0
Frisbee	10	0	0.0	0	0
	2974	282		261	22

*-Fatal

Accidents will happen but the records of insurance companies, state boards and manufacturing concerns show that 85 per cent are due to the fact that MEN DO NOT ALWAYS THINK. Some men do - too many do not. Because men failed to think 2,000,000 persons were injured last year - 22,000 were killed. Get out some war statistics and see how accidents and carelessness are hindering the war - then look over the table and see where you are hindering. 282 accidents a month means 3384 a year - one for every man! 21 serious accidents a month means 1 for every 13 men.

WHAT'S YOUR NUMBER ?

"There was ONE didn't know any better,
And a SECOND to lazy to care,
The THIRD took a short cut in a hurry,
The FOURTH took a chance on a dare,
The FIRST had a month long vacation

With a steam scalded hand for his pay.
NUMBER TWO broke the arm of his partner

When a poorly built scaffold gave way.
NUMBER THREE was run down by a motor;

Lost a leg - now he's railing at Fate.
And the FOURTH - well he begs for a living.
NUMBER FIVE had his brains where they should be.

Took no chances - warned other men too;
Helped to save life and limb for his fellows,
Tell me, PARTNER, which number are you?"

YOUR PART

The Yard Dispensary, Naval Hospital and the services of the Medical Officers of the Yard are available for the treatment of all injuries or ailments occurring in the regular work hours. These services are provided at Government expense. It is intended by their use to "nip in the bud" by proper medical treatment those injuries which, because of their nature and the tendency of men to let things go, become serious.

Neglect of small injuries where no more than the skin is broken, a bruise results or a little dirt gets in the eye, opens the way for infection and deformities which may result in death or amputation. Don't let a dirty-handed, well-intentioned man stick things in your eye or tie up your wounds. Play safe; take care of yourself; go to the Dispensary and see the doctor. A good job will be done and insure compensation in case you lose time.

A blind eye, a missing finger, a dislocated hip--Say men! look here, did you ever stop to think that "It is not what you take into the shop - its what you take home"? Think first then go ahead - - THAT IS SAFETY. - - SAFETY FOR YOU AND THE OTHER MAN TOO.

THE RESTAURANT.

An old man whose voice was very feeble used to call his hogs by rapping on a dish with a stick. As the hogs roamed further away he found it necessary to rap on a hollow tree. In the fall of the year a flock of woodpeckers took up their abode in the old man's woodlot and the hogs went crazy.

Just so with the lunch room. Everybody knocked it until those concerned with its operation got bone spavined (not in the legs) trying to keep up. The remains are now undergoing changes and modifications which it is hoped will make a decent funeral.

New cooking equipment is ordered and service is being rearranged for more rapid handling during lunch hours. The hopeful thing is the fact that plans are drawn, and the whole matter is up for approval, for constructing a lunch room to fill the entire open space between the present lunch room and the bowling alley. By this means room will be provided to handle the job in the best manner—good food can be served quickly and in a good variety consistent with the demand and the present food situation.

Warm, light rooms will make it pleasant for those who eat in the Yard.

In the meanwhile we are experimenting with the idea of finding out where we can better things. If you have a suggestion or a complaint make it to the Safety Engineer—it is his job just now.

CRUMBS.

So far famine has not hit the lunch room but if everybody wasted bread and other things the way some men do we would be putting the "Three Cents a Day Saves a Life" signs in all the shops. Take what you can eat, eat what you take.

Make up your mind what you want when you step up to the serving table — there may be a hundred behind you who don't care a "tinker's dam" what you are eating and who will eat as soon as you get out of the way.

Usually there are plenty of tables if a man will use his feet just after he uses his eyes.

Doors were made for two things—to go through and to close. The lunch room doors are just like others.

THOSE SHOES.

The shoe stand going the round of the shops has on exhibition some of the best work-shoes made. They come direct from the maker, are handled without profit and sold here that the men may have a heavy shoe

suitable for work and wear that is safe—full double soles and reinforced box toe. Anybody can have these shoes that wants them (as many as they wish); simply see your timekeeper and deposit the price with him. He will give you a receipt and they will be ordered at once. If this is not convenient go and see the Safety Engineer—he will fix you up. But look the shoes over anyhow—they are a good buy. Delivery about 10 days from date of order.

HAPPY NEW YEAR.

The Industrial Manager and the officers of the Department desire to extend their best wishes to every man of the Yard for a Happy New Year. It is hoped that the new year may bring peace and happiness to our Country, and prosperity and contentment to us all. Let us all pull together to do our share to make 1918 a banner year for the Portsmouth Yard.

The cover design of the Life Buoy is from the pen of A. A. Moore, the blueprinter of the Industrial Department.

It is a good old motto to "Practice what you preach." Our valued Safety Engineer played with an "unloaded" primer and had his hand burned. So if you notice his bandaged hand look at him, not scornfully but with pity.

If you approach Mr. F. L. Waaser when he is alone and give him a wink to show him you are on to his secret he will give you a cigar.

We regret to announce that Industrial Manager L. S. Adams, U. S. N., has been ill with appendicitis. It was found necessary to operate on Sunday, Dec. 9th. He is recovering rapidly, however, and it is hoped he will soon be back on the job.



OUR LIBERTY LOAN CUP.
TWICE WON BY THE BOAT SHOP.

A FEW THOUGHTS FOR MEMBERS OF OUR INDUSTRIAL DEPARTMENT.

Commander H. L. Wyman, U. S. Navy,
Assistant Manager.

With our nation in this World War, the efficiency of our navy yards has assumed an importance greater than ever before. On the work of the yards is dependent the material condition of our fleet. The winning of the War, today is, and must remain until victory, the foremost concern of every individual American, no matter what be his other interests, for all such are necessarily secondary and dependent upon our winning. The success of the Navy depends on two great factors, PERSONNEL, and MATERIEL, — the one cannot do without the other. It is with MATERIEL that our Industrial Department is concerned. Further, in this War it is not only the Navy that is dependent upon our work, it concerns our Army also, for before the Army can fight our soldiers must be transported across the sea, protected against the enemies' submarines.

All of the navy yards of the country are called upon to work as never before. Portsmouth, while one of the smaller yards, is one of the oldest, and no yard possesses a finer record. It behooves us to more than keep up that record, and to do that we must surpass ourselves. We of the Portsmouth Yard possess an advantage over other yards; we are, so to speak, one family, in a way that is hardly possible in the much larger yards located in great metropolitan centers, where officers and workmen cannot know one another as we can here. Of course since the War began all navy yards have greatly increased their forces. In comparison with other yards our percentage increase doubtless stands well, and in fact it is probably better than that of some others because since before the War began we have succeeded in a gradual but steady increase, picking our new men and holding them. Now our roll is three fold what it was before the War. It stands at approximately that of one of the big yards before the War. But at this we cannot stop, the work in hand is too great; we must keep steadily on until we get many more employees. New construction has come to us as never before, our building work is now no leisure matter, we are called upon to DELIVER at the earliest possible date. The large ships assigned to us for repair and overhaul have increased in number, and we must also take our share of the work on converted vessels and patrol boats. The demands on our Yard for manufactured articles have increased tremendously, and our entire Navy has come to depend upon us for certain of them. No other navy yard is as well equipped to make them, private establishments do not understand their manufacture. The electrical fittings as made here are generally of special design, necessarily so

since the commercial world does not have to meet the requirements that must go into electrical fittings to stand the shock of gunfire and constant exposure to atmosphere saturated with salt water.

Under Naval Constructor Adams' design we build the fast motor boats for the Navy. Our Manager ranks among the foremost designers in the country for high speed motor boats to meet service requirements, and is the Navy's authority on this class of boats. While the increased demand for these boats has jumped so that it is physically impossible for this Yard to now build all that are urgently needed, yet in their construction we must lead so others can follow.

The work of the Spar Shop in manufacturing special articles for the Navy is of great importance. Others of our shops also have their specialties.

Our responsibilities are very great and to meet them means that as long as this War shall last every single one of us must put forth, day by day, our utmost efforts. We must work as never before, but as we CAN work when we have our hearts in it and when we constantly exercise that American spirit of working to win which can conquer everything. This means TEAM WORK from top to bottom. No individual can fully count except as he serves his immediate leader, and as in turn each leader of men serves his senior. There must be loyalty throughout, it must work from each and every man up to the Manager, and in turn it will so work from the Manager down. There must be a common trust, one with another, in order that the end may be attained; for maximum output, which is the end, can ONLY be attained when the TEAM WORK is perfect. That means there must be directive control, flowing out from the Manager at the head in a most orderly fashion until it reaches every individual workman. It means the putting aside of petty jealousies; it means that each individual must resolve to himself that he will NOT nurse his special difficulties. There is not one of us who cannot find troubles to nurse; a man can do that wherever he is in the world, it is entirely independent of the Portsmouth Yard. A man who thinks he has troubles here would certainly have as many, and probably a great many more, were he somewhere else. On the other hand, most of such troubles are of man's own making and they are fostered by cliques, and by petty agitation that does not dare come out in the open. There is no REAL trouble that cannot properly be brought out squarely and fairly, and in every case of that sort each and every one of you can depend upon it, it will receive sympathetic attention from your Manager. This does not mean that for every trivial thing a man should go running to the Manager, taking up his time; it is not fair to him to do that, neither is it fair to your immediate leader, be he foreman or

officer. Further, we cannot expect that every little trouble can be eradicated; if that could be, the world would be a very different sort of a world,—it would not be human.

For our War service, maximum output, day by day, is the duty that we each and everyone of us owe our Country. As we have already said to attain that means team work. It means team work in every shop, team work between foremen, team work between officers and foremen, team work between officers, and in all of our combined team work giving our utmost loyal services under the direction of the Manager.

In this there are two parts that must be performed: one the manual work itself, the other the directing of the work as a whole to the end that every bit of our manual labor shall count. Sometimes the worker thinks of the men of his Management as sitting around in clean clothes and having an easy job; sometimes men of the Management think of the workmen as having the easy end of it—neither is correct. The workman has the advantage in being relieved of the anxieties of the kind that can come only to the men of Management. Those of the Management whose duty it is to carry on planning and directing for the benefit of the whole must bear the responsibilities that go with their positions. For this they are relieved of manual labor. ONLY by the combination of these two different classes of workers do we gain results, and this combination must be one of good will and trust each in the other.

Our ship repair work has already tremendously increased since the war began. It must further increase as casualties occur and as additional ships are added to the Navy. Our manufacturing activities are only limited by the maximum that we can turn out, subject of course to their non-interference with the urgent work on ships of the fleet sent here for repairs and new construction work, the urgency of which is especially designated. And you can count upon it that we cannot ever keep entirely up with the orders for our manufactures that will come to the Yard throughout the War for this class of work. Up to the present we have hardly felt the real call that is coming for new construction, because so far this work has largely been confined to the drafting room and to preliminary work in the shops making ready raw materials. Now the time is close at hand when we must take up actual construction work of such magnitude as this Yard has never known before. We must meet the continual calls for ship repair work, and we must continue to do our best on the special manufacture work.

Ordinarily new construction work at a Navy Yard is not given precedence over work on ships of the fleet. But for some of the new construction assigned us the Navy Department has directed that it receive precedence over all other work. Hence we see the value that the Department is placing upon it and how important

it is that we put forth our best efforts to make a record. We want to SET THE PACE for private shipyards building similar vessels and if we put the determination and spirit into our work of which we are capable, we undoubtedly CAN beat them out.

With the expansion that has already come to us since the War began, organization and methods that served well when we were a much smaller Department necessarily require a broadening out and in some directions readjustment and elaboration to keep pace with our growth. New methods to promote efficiency and increased output must constantly be sought for. The Management is constantly endeavoring to improve its organization and is giving study to the possibilities in this direction. We must do everything possible to promote smooth running for our increased work. You may be confident that there will be no doing away with what is already GOOD unless we definitely see the way to something BETTER. Defects are always bound to exist in any organization and no one man can see them all. Improvements come through carefully considered suggestions of those who see particular needs. That means that the Management must have suggestions from many throughout the Department and that they be not restricted to any one class in our organization. Destructive criticism rarely serves any useful purpose, but constructive criticism, wherein a proper remedy for an apparent defect is suggested, is always to be welcomed. At this time it is not only the particular desire of the Management, but it is the duty of any individual of the Department who has ideas for improvement in any direction to bring them to attention. For the workman in the shop, he should freely go to his foreman or to any officer with whom his work is associated. Applying the spirit of loyalty, no one with a suggestion to make will ever be in doubt as to whom to present it in this Department. Oftentimes it will happen that there are reasons preventing the adoption of suggestions that at first seem most desirable. Hence, the ultimate handling of them must necessarily lie with the Management in order to consider the good of the whole. When some suggestion does not bear immediate results do not be discouraged and think that it has gone unappreciated, but on the contrary be on the lookout to turn in a still better one. Remember that we are all working for our Country, from top to bottom, that the Management cannot accomplish its work without the loyal support of the entire working force, and that in turn no man in the Department can fully do his bit except by loyally supporting those held responsible for the work, and who are in turn actually dependent upon him.

NOTE: Since the foregoing was written, our Manager has been stricken with a severe attack of appendicitis necessitating operation, and as a result he must have some time for convalescence and recuperation. Let

each one of us constantly bear in mind that it therefore is particularly incumbent on us at this time to do our bit exactly as the Manager would wish it of us.

RELIEF FOR HALIFAX SUFFERERS.

When word was received at the Yard of the Halifax disaster caused by the explosion of an ammunition ship in the harbor, rendering thousands homeless with a blizzard raging, making immediate relief necessary, the organization formed for promoting the sale of Liberty Bonds was hastily summoned and requested to make collections for the relief of the sufferers. The response was gratifying. At 1:30 p. m. that same afternoon \$1707.75 was deposited in the First National Bank at Portsmouth. The Secretary of the Navy was notified by wire that this sum was subject to his draft as we knew he would be in touch with the relief work. This sum was later increased by \$187.24 making a total contribution of \$1894.99. In this connection the following letters are of interest:

The Secretary of the Navy,
Washington, December 13, 1917.

My dear Sir:

I write to acknowledge receipt of your letter of December 8th confirming your telegram with reference to the money to which the employees of the navy yard have contributed for the relief of the sufferers at Halifax. I have informed the Red Cross authorities of your generous action and I wish to express to you my appreciation of the fine spirit which the men have shown in making this large contribution for the relief of the victims of the Halifax disaster. It is the sort of spirit which we have come to expect from the men at our navy yards.

Sincerely yours,
JOSEPHUS DANIELS.

The President,
Navy Yard Improvement Association,
Navy Yard, Portsmouth.

THE AMERICAN RED CROSS,
National Headquarters,
Washington, D. C.,
December 15, 1917.

The President,
Portsmouth, N. H., Navy Yard
Improvement Association,
Navy Yard, Portsmouth, N. H.

My dear Sir:

The Honorable the Secretary of the Navy has informed me of the generous contribution of \$1707.75 from the civilian employees and officers attached to the Portsmouth Navy Yard, for the relief of the sufferers from the Halifax disaster. The Secretary desires that this money be applied by the American Red Cross and has taken steps to place the contribution in our hands.

Fortunately, we were able to place in Halifax almost immediately after the occurrence of the disaster an organization of trained executives, medical and nursing personnel and large quantities of supplies of the character most needed. The relief work is being conducted with the greatest efficiency and you may feel assured that this generous gift from the Portsmouth Navy Yard Improvement Association will be utilized in a manner to afford the maximum of relief to the victims of this disaster.

On behalf of the sufferers at Halifax and of the American Red Cross as well I extend to all who have participated in this gift appreciation and thanks.

Yours very sincerely,
W. Frank Persons,
Director-General of Civilian Relief.

Further, certain employees of the Industrial Department volunteered to go to Halifax at once to do rescue work and for clearing wreckage. These men offered their services subject to any conditions that the Government might desire. It included volunteering to go at their own expense and without pay, and they were prepared to provide and take their own subsistence.

To this the following telegraphic reply was received:

Washington D C Dec 11 1917

Commandant
Navy Yard Portsmouth N H

We learn from the ambassador that while the fine spirit as shown by the Portsmouth Yard in volunteering to assist in clearing the wreckage at Halifax is deeply appreciated, it is felt that the services of these men at the Yard are so important to the successful prosecution of the war as to make it inadvisable for military reasons to take them from their work. You may express to the men volunteering the appreciation of the Navy Department as well and explain to them that there is really no service they can do either at Halifax or at the fighting front that is of more importance than the work they now have in hand.

Franklin D. Roosevelt.

The foregoing is printed at the special instance of the Manager who cannot but be proud of the men of the Industrial Department who are so full of the kind of spirit that is bound to win.

RED CROSS MEMBERSHIP DRIVE.

During the Red Cross Membership Drive more than nine hundred employees of the Yard paid for membership cards.

A young missionary went into a wild Western town and held meetings. The first Sunday he had a small organ with which he wheezed out the music for the hymns. The second Sunday the following sign appeared:

"Don't shoot the organist.
He's doing his damndest."

This is our first issue.

The Editor.



FEBRUARY
1918

NAVY YARD,
PORTSMOUTH, N.H.

NATIONAL MECHANICS & TRADERS BANK

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PORTSMOUTH, NEW HAMPSHIRE

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10,000 PEOPLE ARE SAVING THEIR EARNINGS BY THE HELP OF
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PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL DEPARTMENT LIFE BUOY

FEBRUARY

1918

VOL. I

NO. II

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OVER-CONFIDENCE

BY CHARLES E. CARPENTER

No human attribute is as dangerous to its possessor and to others as over-confidence. Inefficiency, even, isn't as apt to provoke disaster.

My patience is small with those who claim that success merely depends on a man's confidence in himself. Self-confidence alone never won any of the battles of life.

If confidence could win wars, and lack of confidence lose them, the Central Powers would have long since been annihilated.

While it continues to be considered treasonable for one to express doubt of the success of the Allies in this great world's struggle, the possibility of their being victorious will be lessened. My opinion is that the genuine traitor is the egregious ass who gullibly gabbles, "We can't lose." His wish is father to his unreasoned thought.

Why should we be over-confident fools when all the precepts of experience teach us not to be?

The precept that echoes down the halls of time and is dinned into the ears of present day humanity is—"Take no unnecessary chances and give your opponent the credit for wisdom and competency—lest you lose the battle."

We hear this advice from the football coach to his team; from the trainer to the world champion pugilist; from the lawyer to his client; from the head of a business corporation to his subordinates; from a father to a son who is going out to do battle with the world for a living; without end.

On an evening not long ago, I was visiting, at his home, an old and dear friend, who

is even more closely cemented to me in ties of fellowship now that we both have an only boy who is "doing his bit."

Our conversation, of course, turned to our boys, and I dropped the chance remark, "But will we win?" I did so because my friend had come to a stage where he had stopped thinking for himself. Some unreasoned optimist had told him that to be victorious, Americans must assume the "we-cant-lose" attitude, and everyone must join the mob in shouting, "We're certain to win," even if it be necessary to gargle the throat every half-hour in order to keep in vocal condition to shout.

My friend turned on me like a flash, and, with a righteous patriotism, proceeded to admonish me.

I didn't answer him; first, because, when your friend becomes a crank on any subject, argument does no good, only endangers friendship; second, because, like a flash, I caught the inspiration for this article. I decided that the sound argument I knew I had wherewith to answer him would help to dispel a widely spread delusion, and not endanger our friendship, as it might if I gave vent to it verbally.

He has, by his mere vehemence and eagerness to show confidence, revealed that he really had greater doubt of the outcome than my question had even expressed. I had only asked, "Will we win?" and made no admission of doubt, while he admitted that there was a possibility of losing if folks like me asked questions or presumed to want to know "the reason why."

He knew in his heart that people would

ask just such questions as had I and that there is no way of preventing them, so, by protesting, he admitted that there *was* doubt of a triumph for our arms.

Subconsciously, he gave a detailed cause for there being such a probability.

If I were as mentally defeated as he is, I would be making preparations for the culmination of defeat. But I am under no delusion that the success of the world's uprising against autocracy, murder, pillage, "frightfulness" and "kultur" is dependent upon my mental attitude. I am playing the game and playing it stronger because I appreciate that though defeat of the Allies is not probable, it is possible. It is possible for the Allies to make sufficient mistakes to defeat themselves, and not the least of these mistakes would be over-confidence.

Our national leaders tell us that the most urgent need of our nation now is an awakening to a sincere realization of the seriousness of the war.

Why aren't we awake? God knows that there has been grim war enough in the last three-and-a-half years to awaken us.

As I see it, this national sluggardliness to the war's serious portent is that everyone has, like my friend, been shouting, "it's a cinch," and now the majority is beginning to believe that it is a cinch.

If over-confidence is obstructing the nation's greatest need, for the love of our country, our flag, and everything noble they stand for, let's begin to sow a little doubt.

I am writing this in my room at the Hotel Astor, overlooking the central position of New York's Great White Way.

The hour is 8:15 p. m., the busiest of the day on this thoroughfare; the day is Saturday, the busiest of the week, and the streets below are jammed with humanity and automobiles. In the crowds there is plainly visible a military and naval tinge. 99 per cent of those within my view are on pleasure bent, and how few have any serious thought of the war or its

outcome?

As the restaurants, cafes, cabarets and hotels pour their masses into the streets to replace the throngs the theatres are swallowing, my one thought is, "If I could only throw an appalling war scare into that crowd, what a national awakening there would be? what untold good it would do?"

Reader, did you ever pause to think what a national blessing it would be if "Kaiser Bill" sent an airship to fly over New York and drop a few bombs? It won't suffice to say, "New York isn't a patriotic city anyhow," for the same condition exists at this writing all over the United States, that is, unless a miracle or a catastrophe should happen to dispel this blind confidence.

A very small percentage of that crowd below, heedlessly taking its pleasure-bound way, is composed of resident New Yorkers.

If the nation could be brought to a realization that every effort possible is necessary to win the war, then it would be a cinch.

I discovered a few days later that my friend who believed in shouting confidence in the outcome, observed neither a wheatless nor a meatless day in his own household. Yet, were he absolutely certain that the Germans might win, he would, though he is my senior by several years, beat me to the enlistment station.

One meatless day is worth a hundred shouting nights.

Over-confidence was, and always will be, a liability. Caution, which, while not Doubt, is akin to it, always has been, and always will be, an asset.

The martyred Kitchener was unquestionably the greatest man any nation has produced in this war. From the very outset, Lord Kitchener never lost an opportunity to condemn and fight over-confidence and make the British public acquainted with the uncertainty of war.

When Kitchener prophesied that the war would be a long one and last over three years, did he do his country a bad or a good turn?

(From *Houghton's Herald*)

ACCIDENTS AGAIN

Did you read "November Accidents" in the last issue? Well Men — we have been improving steadily in some directions as you will see by studying the following table:

TWO MONTHS OF ACCIDENTS.

Department.	250 Hour Workers.*		Temporary Disability in Days Lost.				Total Injuries.		Injuries per Thousand 250 Hour Workers	
	Nov.	Dec.	4 to 28 Days		Over 28 Days		Nov.	Dec.	Nov.	Dec.
			Nov.	Dec.	Nov.	Dec.				
Total Clerical	186	195	0	0	0	0	9	4	20.51	48.28
General Store	90	81	0	0	0	0	4	4	49.50	44.44
Power Plant	49	50	0	0	0	0	0	3	60.36	0.00
Boat Shop	149	162	0	0	0	0	4	7	43.10	26.81
Plumber Shop	137	138	0	0	1	0	8	6	43.35	58.24
Foundry	142	149	1	1	1	0	28	23	154.15	197.74
Pigging Plant	19	22	0	0	0	0	3	5	226.44	161.57
Electrical Shop	281	277	1	0	0	0	43	51	184.24	153.13
Smith Shop	54	73	3	0	0	0	16	4	55.07	294.98
Joiner Shop	105	108	1	0	0	0	11	17	157.41	104.95
Shipfitters	342	361	3	2	1	0	58	58	160.75	169.78
Laborers	65	70	0	0	0	0	8	6	86.11	123.30
Machinists, Inside	270	305	0	0	1	0	30	53	173.88	110.94
Machinists, Outside	115	98	2	1	0	0	10	16	163.27	87.10
Boiler Shop	57	66	1	1	0	2	13	13	196.38	226.95
Pattern Shop	27	25	1	0	0	0	3	1	39.06	111.94
Rigging Loft	9	8	0	0	0	0	0	1	150.00	0.00
Spar Shop	161	157	0	0	0	0	10	5	31.88	62.19
Sail Loft	13	12	0	0	0	0	0	0	0.00	0.00
Transportation	31	31	0	0	0	0	3	4	127.14	95.42
Paint Shop	38	42	0	0	0	0	1	2	47.17	26.37
Miscellaneous Repair	29	28	0	1	1	0	2	2	71.23	70.10
Laborers, Public Works	198	178	1	3	0	1	30	26	148.39	151.52
Clothing Factory	1	1	0	0	0	0	0	0	0.00	0.00

* This represents the average hours worked per month per man.

Every right-minded man wants his shop to be the one in the Yard that leads, leads not only in output but in everything else. A low accident record for any shop usually means that the men in that shop stand rather above the average — that they think, that their gang stacks up a little better, plays a steadier game, is more careful.

Heretofore we have simply called an accident one unit in the report whether it was a steel splinter in the left middle finger that took ten minuits of time to have treated at the Dispensary (and its an interesting fact that four out of every five injuries to hands are to the left hand) or a badly burned foot from the foundry that caused two months of disability. That was not fair because a large shop with a number of small accidents might not lose as much time as a smaller one with a

couple of bad accidents.

The Compensation Commission found, when they compared yards, that some stood high in the number of accidents but, at the same time, were low in the amount of compensation required. They are, from now on, using the table of "Degree of Disability" and its equivalent in terms of "Days Lost" given below. All serious accidents are to be measured by this scale so that each shop will have to stand comparison by the actual cost in days of work lost to the government. Before long we shall know what shops are actually playing a safe game — then, "We shall see what we shall see". Incidentally you can see about how much your working capacity will be reduced by a serious accident. Incidentally, too, you are your own best safeguard, not only here, but hereafter.

SCALE OF TIME LOSSES FOR WEIGHTING INDUSTRIAL DISABILITIES TO SHOW SEVERITY OF ACCIDENTS.

NATURE OF INJURY	Degree of Disab'y in per cent of permanent total disability	Days losts
Death	100	0,000
Permanent total disability	100	6,000
Arm above elbow, dismemberment	75	4,500
Arm at or below elbow, dismemberment	60	3,600
Hand, dismemberment	50	3,000

Thumb, any permanent disability of	10	600
Any one finger, any permanent disability of	5	300
2 fingers, do	12-1 2	750
3 fingers, do	20	1,200
4 fingers, do	30	1,800
Thumb and one finger, do	20	1,200
Thumb and two fingers, do	25	1,500
Thumb and 3 fingers, do	33 1-3	2,000
Thumb and 4 fingers, do	40	2,400
Leg above the knee, dismemberment	75	4,500
Leg at or below knee, dismemberment	50	3,000
Foot, dismemberment	40	2,400
Great toe, or any two or more toes, any permanent disability of	5	300
1 toe other than great toe, any permanent disability of	0	0
1 eye, loss of sight	30	1,800
Both eyes, loss of sight	100	6,000
1 ear, loss of hearing	10	600
Both ears, loss of hearing	50	3,000

GET TOGETHER.

Elbert Hubbard used to illustrate what lack of co-operation means by telling of a visit he once made to an insane asylum, where he found a comparatively small attendant in charge of a group of physically powerful lunatics at work in the vegetable garden. When asked by Mr. Hubbard if there was not danger of being attacked by the patients, the attendant said: "Oh, yes. But you see they can't get together — they're crazy."

In the last issue of the "Life Buoy", the value of team work in this and other industrial plants was emphasized, but we wish to say a word further in regard to this all-important matter.

No man's part is too small for his work to count vitally in this organization of ours. Eye-servants, grouchers and knockers are always more unhappy dodging work than is the man who does his part cheerfully, and they become very soon useless parts of the organization. The management of the Industrial Department, and this includes the foremen as well as the officers, is ready to work for your collective interest but they expect you in turn to be willing to work collectively for the good of all. A man who wastes time, shifts responsibility, or spends his working hours visiting with his shop neighbors, puts his hand in his own pocket and in that of everyone else in the country, because he is helping to increase taxation and prolong the war by making costs higher and production slower. Do not think that because the Government pays the bills it does not affect you and your neighbors, because you and your neighbors are a part of the Government and what affects the Government adversely must, in turn, affect you adversely.

When a new idea is put forward by those in authority, give it a fair trial. If, after a fair trial, you find it impracticable, the man higher up will be glad to listen to your criticism, which it is your duty to present to him; but make your criticism constructive. Anyone can knock, but it takes a good man to propose improvements.

Help to remove, from this Yard at least, the stigma that Government Yards do not do as much sound constructive work as is done in private yards. By increasing the production of our Yard we will force recognition of its superiority and so improve our own situation as well as that of our fellows. Let this Navy Yard be known as the one which, making the best of conditions, turns out the most work in proportion to its facilities and personnel.

We are enlisted under Uncle Sam's banner in his industrial forces, without which his fighting forces cannot reach their destination properly equipped with supplies. If the smallest pinion in a watch proves defective, the watch is valueless. Every man has a duty to perform, and this duty in its place is just as important as that of the highest man in the organization.

GET TOGETHER.

"I SAW IT IN THE LIFE BUOY."

This little slogan appears perhaps a dozen times in this issue. It has a real purpose; it is the third party in a business arrangement of which you and our advertisers are the other two.

Use this quotation when patronizing our advertisers, because this is the only way that an advertiser can tell whether his advertisement is bringing results or not.

We owe a particular duty to our advertisers because their business makes the free distribution of this magazine possible. These advertisements were solicited upon a business basis, and we, as readers, should prove to our advertisers that advertising in this magazine is business, not charity. Since our Navy Yard has been, and presumably will continue to be, the largest industrial plant in this vicinity, in number of employees, it seems but fair that our advertisers should receive a correspondingly large return from their investments.

It has often been said that prices in Portsmouth are higher than elsewhere, but we have the assurance of the best merchants and dealers of this section that their prices on standard goods cannot, by agreement with the wholesaler, be higher than elsewhere. Remember the quotation heading this article and use it when making purchases from our advertisers.

HELP WIN THE WAR

Are you buying any War Saving Stamps or Thrift Stamps? What are they for? Why, to help win the war, of course! Every thing we do now should be for that purpose. Do not think just of war, but think of winning the war. Bend every energy to that end.

Thrift Stamps and War Saving Stamps help to do just that. They make it easy to save that quarter that now goes to the movies or to the man behind the counter where you put your foot on the rail. And you will be surprised how easy it is to get a Five Dollar War Saving Stamp by spending an occasional quarter for thrift stamps. Do you want to know a little more about them? Well, then, keep on reading.

Thrift Stamps may be bought at any post-office or bank, and at many stores. They cost twenty-five cents each. A card is provided free which holds sixteen stamps. When you have the card filled (16 stamps valued at \$4.00) take it to any post office or bank and exchange it for a War Saving Certificate Stamp by paying 12 cents, if before January 31, 1918; if during February by paying 13 cents; if during March by paying 14 cents and so on to December, when 23 cents must be paid. This War Saving Certificate Stamp will be redeemed on Jan. 23, 1923 for five dollars. Easy, isn't it? Why not start to-day to fill a card of Thrift Stamps? It will help you and help our country.

THE P. N. Y. I. A. MEETING

The annual meeting of the Navy Yard Improvement Association was held in Odd Fellows Hall, Portsmouth, on January 2nd and, despite the cold weather, brought out a large crowd. The report of the treasurer shows the Association to be in a flourishing condition with a balance on hand of \$365.00 and with no outstanding bills. It was voted to lend financial aid to the Life Buoy until such time as the advertising would make it self supporting.

A committee consisting of Mr. I. C. Hanscom, Mr. W. F. Spinney and Mr. Arthur H. Locke was elected from the floor to audit the accounts of the Financial Secretary and the Treasurer, reporting at the February meeting.

Under the new By-Laws each shop is entitled to one member on the Executive Committee who shall be elected by the shop he represents. It is hoped that the new Executive Committee will be completed at the time of the February meeting which occurs on Wednesday the 6th.

The following officers were elected for the ensuing year. President T. F. Flanagan, 1st Vice President E. L. Chaney, 2nd Vice President H. J. Chandler, Recording Secretary P. J. Rossiter, Financial Secretary John E. Watts, Treasurer E. V. Wilcox.

YOUR BODY — IS IT FIT?

The principal causes for rejection in the first draft, and the percentages to the total number rejected, as determined by a study of 10,000 typical cases taken from eight camps, are:—

Eye -----	2224	21.68	per cent
Teeth -----	871	8.50	" "
Hernia -----	766	7.47	" "
Ear -----	609	5.94	" "
Heart Disease -----	602	5.87	" "
Tuberculosis -----	551	5.37	" "
Mental Deficiency -----	465	5.53	" "
Veneral Diseases -----	438	4.27	" "
Physical Unfitness -----	416	4.06	" "
Flat Foot -----	375	3.65	" "

Every Civil employee in this yard is as much "enlisted" as though he wore the uniform of the Army or Navy and was at a training camp, and this, too, whether he be under, of, or over draft age. Your part here, where the risk of injury from actual combat does not exist, is as important as though you reported every day under military orders.

If, by any chance, you have any of the ten defects mentioned above you are more or less like a wounded man; you cumber the place you fill — you delay the game — you hinder output.

To yourself you owe the duty of having these defects remedied, particularly if you are a young man. In these days an ailment, or disease, has to be mighty stubborn not to be curable, or at least correctable, by medical or surgical treatment. If you have an ailment corrected it means you can be happier at work and at home. To your government you owe every day a day full of real work — to give less is to be a "sponger" and where days, even hours may count, to hinder is a reasonable act.

Your ailment may have been born with you, or be the result of an accident or your own foolhardiness — no matter — get after it. The Dispensary will be glad to make examinations and to give advice to any man who comes with an honest desire to know what he can do to improve his physical condition. They may not be able to treat the case, but they can advise the sort of treatment that will best afford help and how to bring this about. They are doing this regularly and you would be surprised to know how many men, by following simple treatment, have been helped by the Medical Officers. There is not time to bother with the man who goes to the Dispensary as an excuse to kill an hour and who comes back with a hang-dog look claiming an ailment that he never had. Such men are disgusting.

Even the days when a man "feels punk" a trip to the Dispensary may spoil a headache or stomach-ache or a sore throat and save a man from blundering through the day, an easy mark for an accident that may prove to be serious. No sane man cares to be less than 100 per cent fit — most men can be. Think it over, men, and let's plug this war game from every angle. If a trip to Building 73 will put a dent in the Kaiser's bonnet, get on "Shank's mare" and see the "M. O."

THINGS IN GENERAL

VOL. 1. NO. 1.

The first issue of the Lifebuoy, like any similar effort, showed where improvements could be made. So far as it is possible, considering the limitations under which we are compelled to set type, run presses and bind the pamphlets, we are learning how to improve appearances and arrangement and to expedite our work.

A new press and stapling machine will help in the mechanical work and the preparation of the dummy earlier in the month preceeding issue will allow more time to arrange the printed matter in a different way. Taking into consideration the amount of work involved, the difficulties that naturally arise in starting a new publication, the delays in shipment of paper as well as the regular work that always must be attended to by crowding in somewhere, we cannot speak too highly of the work the printer Mr. Tobey, and his assistant Mr. Lowd have done on these two issues.

Helpful suggestions are welcome and, so far as it is possible to do so, they will be carried out. If there are features you want just speak about them. And just a word about copy: each shop is urged to send in news of their men, but, all shop news must be free from double meaning or malice. That published this month is exactly what we want. Then, too, since the space is limited we must pick, more or less, the best news turned in for publication, so that if your pet articles are cut out you may know we lack space and nothing else. Possibly too, all our urging failed to start your shop man turning in the news. What we got took the knees out of one good pair of trousers as it was.

TRANSPORTATION

The transportation, as we all know, has not kept pace with the growth of the yard, and, while the men interested in running trains, electric cars and boats have done their best with what they had to use, they had to contend with a forty year record of ice and snow.

It may be a simple thing to call for more cars and extra trains but when train crews are urgently needed for freight movement, when cars must be held in reserve for troop movements and when a simple change in a time table in one location means extensive alterations elsewhere, it is not so easy. Then, too, it is rather a proposition to operate an electric road without cars in good shape, and, enough of them, and where the traffic is bunched at certain hours and slack at others. Just at present we are working on what may eventually prove to be a solution of the problem but, like all such problems, it requires time and no end of patience.

The really important thing, however, will be the help we are able to secure from the men. Take the trains for example. Only the men can themselves spread through the empty cars, assist the conductor by having their

tickets ready and make operations safer by keeping off the platforms or boarding cars in motion. And then there is the car in which the women employees ride and where common respect demands neither smoking nor obscene talk. Fortunately only a few men indulge in these abuses and the decent men are rapidly making it uncomfortable for them. Help us out men.

As soon as the ice is out of the back channel, and work can be started, a large float is to be installed at the Kittery end of the old bridge for the use of the Portsmouth, Dover and York Street Railway ferry so that it may furnish additional service to Portsmouth during rush hours at odd times for such shops as close about six o'clock. If the cars can be found, and leased or purchased, it is also hoped to run a limited electric from the Yard to Dover for those persons living beyond the limits of Kittery, so that the local traffic may be less crowded. In the meanwhile other changes may take place that will help remove the delays.

MR. HILL IS RIGHT

The Director of the Men's Reading Room is pleased to have all workmen visit the rooms. They are perfectly welcome and will be treated in all respects as the enlisted men of the service, for whom the rooms were established.

The Director requests that when workmen use the rooms their clothing be in such condition that the furniture and reading matter is not soiled, as is frequently the case at present. To slip off a dirty suit of overalls is only the work of a moment, and is surely worth the effort in the direction of cleanliness. Enlisted men are not allowed in the Rooms except in clean uniforms.

This notice is not intended for men whose working-clothes are reasonably clean, therefore it is expected that this appeal will be met with the spirit of its intent, and that the authorities of the Rooms will have no occasion to call a man's attention to the breaking of a very necessary rule.

AROUND THE LUNCH ROOM

Thank you — the bread problem is improving because some men took the hint. If the few now left will only take what they actually intend to eat — and eat it — we will not need to mention this again.

Seegar says "We do a day's work here and only ask for a fair day's pay. If you don't think so try buying for a lunch room and see if you would swap places." Woodward says "Gee whiz".

The men using the lunch room are like cream. They rise to the top near the serving tables and settle there so that those who come in from the bottom of the can have to plow their way through. Try moving out toward the door to the end tables when you are served — it helps service wonderfully. There are two sides to

the room also.

The new "Specials" Counter is working well but will go more smoothly if everybody steps lively and keeps the line moving. By its use the time of service has been cut about a third. It all helps.

Since the vestibule doors have been put on we have all been able to secure exemption — out of the draft, you know.

The new lunch room addition is coming along but is suffering just now from growing pains—.

SAFETY BULLETINS

It is a good thing to know as much as you can about what other people do. It helps to avoid their errors and to profit from their experiences. The Safety Bulletin cases being put up are to have in them as much interesting information concerning accidents, and their cause and prevention, as can be gathered from the experience of other shops in all parts of the country which have made real progress in making safe shops, and where accidents have been reduced by as much as eighty per cent. The news will be changed weekly, or oftener, and you can step up there at any time and get good dope — something helpful and worth while. Stop every day or so and see what you find, and, if you have an idea — the little brass slot at the bottom of the door — that's the place.

PREPAREDNESS

We are fast approaching the day of another Liberty Loan Campaign, one that will require a greater effort from each and every one of us than those of last summer and fall. Already the Government is organizing the General Committees to handle the Third Liberty Loan and preparing to marshal forces which will carry the world's greatest loan over the top.

This will mean that we shall again be called to do our bit and when the subscriptions are closed to show such a total that the Portsmouth Navy Yard may again point with enviable pride to its position among the great Naval Stations of our country. We can and we will do it, but it is going to require a real effort on our part.

Now is the time to clear the deck for action and in the next few weeks to use our best efforts to pay in full and receive the bonds already subscribed for.

Don't ask the bank to carry our bonds for us longer than is necessary. They have made it possible for us to purchase hundreds of thousands of the safest security in the world — United States Government Bonds. Let us pay up the balance and show a desire to co-operate with them at this time.

These bonds are now all issued and are in the hands of the banks for delivery.

Pay the balance on your card, get your bonds and learn how to cut a coupon.

Don't put your bond in your chest or carry it in your pocket, but leave it with the bank which handled your subscription, get a receipt and let them keep it in their vaults for you. They will make no charge for this service.

Don't sell your bond. If you bought it thru patriotism that object is lost if you dispose of it except when a real need exists. In all cases consult your bank before selling.

We would quote a few suggestions of Secretary of the Treasury McAdoo: —

"The Secretary of the Treasury McAdoo urges the purchasers of Liberty Loan Bonds of both the First and Second issues to hold fast to their bonds. They are the best investment in the world.

The Secretary's statement was called forth by the fact that Liberty Bond holders are being approached from time to time by agents seeking to induce them to part with their Liberty Loan Bonds and take in exchange securities which in a number of cases are of a very questionable value, and was prompted by a desire to protect the bondholders against ill-advised disposition of their bonds.

The Secretary expresses the hope that every purchaser of a Liberty Bond will realize that the only genuine help that he gives his Government is keeping his bonds as an investment so long as it is possible for him to do so. He states, however, that no just objection lies to the sale of a Liberty Bond where real necessity exists for its sale."

OFFICE NOTES

Asst. Naval Constructor Jones was in dry dock for a week. (Reported he had trouble with his voice tubes.) Constructor Boyd and Chief Carpenter Floathe were working double time and a half on the 8:45 a. m. ferry to amuse the girls and are way behind Jones's record. Hurry up, Jones.

Did you see Floathe's new coat? They say the price of wool went up three cents the day they cut the cloth. What we want to know is why it smells of camphor.

Have you seen Naval Constructor Schlabach's kitchenette, "two rooms and a bath"? \$18.00 per month.

Industrial Manager Adams is trimming the edges of the Southern states while recuperating and is expected back in February after completing special duty.

Jerry — yes sir, Jerry! Took the plunge into the list of those who have.

"Doc" says he will soon have his system working well and then Jake will be a "has been" in Spanish pool.

Every week we see men aspiring for the record from the square to the 8:45 a. m. boat, but as yet John holds the record, not only in point of time but in the number of times. It is understood that the Construction Supt. is designing a pantograph gang-plank for the convenience of late arrivals for the 8:45 boat.

Its capacity will be limited therefore do not plan on using it every morning; let the other fellows have a chance once in a while.

Chief Clerk Wasgatt is looking for a mezanine gallery to accommodate the necessary additions to the force quartered in the J. O. Office. He also is planning to use meat hooks on the wall for those who do not go out oftener than once an hour. All applicants now have to pass the shrink fit test to get in.

If anybody asks what the building in the rear of the Commandants Office is for just tell them it's a Zoo for the big 'Young' bear at the Main Gate. Some coat.

Amos Rundlett is looking for a dove to take with him next time he goes on Number 1048 so that he can tell when the flood will subside. The old ark stood the test, but we did not know that Mount Arrarat was so near Portsmouth.

STENOGRAPHER'S NOTES

Mr. Hammond knows of a good remedy for coughs. (Mr. Rundlett please note).

They say Caesar could dictate nine letters at a time to his scribes. We know now why he didn't write them himself.

The stenographers have all gone to the dentist. The ventilators have served their purpose and are no longer needed.

Ask Mr. Marden why he is afraid to go "Over the Top."

Because :-

Every time I go 'over the top'

I find what I fear and dread,

One more hair in the old hair brush

And one less hair in my head.

To become a Safety Engineer the following qualifications are required: first, a thorough knowledge of dietetics, and second, a diploma from the Pulitzer School.

SEEN THRU THE PERISCOPE

We are all glad to see the Supt. of New Construction back in the "Central Operating Compartment" again.

Mr Bacon's office during the last days of the L-8's stay assumed the aspect of a hotel.

Inspectors Powers and Grant "expect" to be in their new quarters in the Franklin Shiphouse.

Mr. Collier one cold day reminded one of the draftsmen of "Taco the Terrible Turbaned Turk."

The west side of the building was so porous that Mr. Curtis complained of plans being blown from his

desk. Some caulkers came down one day and plugged the building. It is even possible now to walk into Mr. Bacon's office without having your hat blown off.

A very enjoyable dance was held New Years Eve under the auspices of the local Marine Draftsmen's Union, Industrial Manager L. S. Adams and Mrs. Adams. Inspector of Naval Construction H. D. Bacon and Mrs. Bacon were the patrons and patronesses. Music was furnished by "Stan" Gilkey and "Nick" Carter. The affair was well patronized by the draftsmen, but more so by the public. The committee in charge was J. F. Wiseman, W. C. Chase, H. P. Burns and I. C. Hanscom, ex-officio. We wish to thank these men for their work in preparing the arrangements for this pleasant evening.

YARD DISBURSING OFFICE

It is earnestly requested that all yard employees take particular pains to see that their pay voucher is signed in ink, exactly the same as written by machine on the voucher, before presenting it to the Paymaster on pay day for payment. Furthermore, if all men fall in line according to their respective gangs—small numbers first and in numerical order—it will hasten payments and obviate unnecessary delays. Try it once and see.

It is further requested that all employees give their present address to the clerk in their department in order that a check may be sent to their residence three days after pay day in case they are unable to be present on pay day. The clerk should also be notified in case a change of residence is made. Much difficulty has been experienced by the Paymaster of the Yard in obtaining proper addresses when checks are to be forwarded by mail.

Weekly payments are made to Yard employees on the 8th., 15th, 23rd and last day of each month. In case one of these days should be a Sunday, payment is usually made the preceding day.

MACHINE SHOP NOTES

There is a Quartermen Machinist in this shop that can tell you the definition of "Bob" in a manner that would put the eminent Daniel to shame.

Now that the ice in Great Bay is in good condition orders for smelts will be taken as usual by "Chick". We don't deny but what "Chick" is there in theory with his little wooden rig, red bait and burlap bag, but we would like to see some evidence of his ability in the Ike Walton line besides descriptive narrative.

Some one here wants to know if the Joiner Shop is hot enough to make Jimmy Boyle.

It is evident that Building No. 80 has set the style

for Porte Cochere's this season from the many others of like character that are springing up around the Yard.

Would it Hoyt to Clapp Hams and Fray should Dana Fall? Oh My! Oh My!

It is understood that there are several gentlemen in our midst that think they can give Robert a go in the poetry line. We are very anxious to hear from them if they can produce the goods.

It has been reported that the two lone fishermen from this shop had good luck at Simpson's. And the bait?

SPAR SHOP NOTES

Probably McCasland works overtime, for heaven knows he would never have time to write his lengthy poems in one day.

The Quartermen says that he has never seen so much as he has since he took charge of the Second Liberty Loan.

We all know that Fuller likes to turn up breakers, but it seems as though he might give the rest a chance.

The blocks that the block makers are turning out certainly are good duplicates of the Kaiser's head—Block Head.

Mr. Wendell says that they have got to hand it to the Spar Shop for the work that the men are turning out.

Some fellows in this shop evidently have not read the notes in the Safety Bulletin case, but still insist upon stopping saws, planers and other busy tools with their hands.

The smelts in Great Bay must be scarce as all of our fishermen seem to be checking up and signing in daily. If you do not believe me, ask Critchley.

The Shipwrights are doing their little bit by freezing to death working, with the object in view of completing their end of shipwork to enable ships to meet their completion date.

Pleasant dreams to Taylor, the guy who has visions of glue pots and spars in his sleep, probably due to excessive exercise of manual labor in the Spar Shop.

No doubt the office will have to be enlarged if the Quartermen does not stop growing. We mean in size.

PAINT SHOP

Lessons in heating air can be obtained by applying to Scott. He has just recovered from his monthly attack of rheumatism.

There are lots of checks hanging when there is a water-line to strike.

The new toilet and wash room is surely a credit to the shop. Now, let's see all who are for cleanliness and sanitary conditions use it, and those who are not, let's teach them. About the only thing we can't furnish is towels. At present, we are short of locker facilities, but let's continue the watchful waiting a little longer. There's hope.

Otis has been painting boats so long that any day you can hear him singing, "Sailing, Sailing, Over the Bounding Waves."

Mr. Ball has a new tie.

Who's got my paint brush?

We possess several auto painters.

Farmer Smith has taken a new abode at the Plains where he is to enter the cattle business.

Buck is just aching to go rabbit hunting. So?

John Pray is now known as "Camouflage John".

PATTERN SHOP

War may be as Sherman said but it holds no horrors for the patriotic patternmakers who so bravely volunteered their services in the most dangerous part of the Army, the U. S. Aviation Corps. Two have already received commissions, and four more are engaged in the mechanical end of it.

It looks as if the patternmakers have a champion brigade of pin bombers on the firing line in the local bowling alleys this season. Out of nine battles they have camouflaged seven so that their opponents failed to locate them and with their sharpshooters they ought to be able to capture the first line trench.

Mr. Geo. Ayers (our idealist) referring to an item in Popular Mechanics, thinks it would be a good "idea" if everyone would purchase the blue prints and construct for themselves a one-passenger White Monoplane. He says, if they would do this, he is positive there would be no tardiness in reaching their work every morning.

Our celebrated vocalist, D. A. Twitchill, with his melodious voice, is contemplating taking lessons from our renowned artist, Prof. Harvey, and after a little prompting the roof will have to be removed, as the Boss told them that the open air would be excellent for their voices.

SHEET METAL SHOP NOTES

Anyone wanting to know what to do with his Liberty Bond after paying for it? Ask Lewis, he knows.

Charles W. says it takes one ton of coal a week to run his furnace. Since he can only buy a quarter of a ton a week, he is using it as dessert, a little for every meal.

We wonder why Olin and Olaf went out Saturday noon? Must be something drawing in Hudson. Ask them about their air line operating in Manchester.

It is rumored that there are autos enough owned by men in this shop to take the whole bunch on a picnic, providing they don't care what they ride in.

Everyone is asking where "Those Shoes" are which were mentioned in the January "Life Buoy." (Plenty of order blanks in the Safety Engineer's office).

The man leaving a wallet kicking around with any amount of money in it ought to pay an income tax.

Ask Charlie B. how much the Banks make on a Liberty Bond if they sell it to a party on the installment plan.

The ice coming down the river makes George C. think it is almost time to start for the big pond for trout.

Jerry says he has made so many pans that he woke up the other night and found he had driven the alarm clock through the head of the bed and was trying to head it over.

Quite a good sum was realized in the collection for C. W. Chick on account of his sickness.

STRUCTURAL SHOP NOTES

David Hermn, in charge of teaming at the structural shop, seems to have a lot of business in the hills of old New Hampshire.

You can't make the boys in the gang believe Hannah bought any tobacco.

It is rumored that John Flanagan, the great hunter and trapper, went on an extended hunt the last of the old year. He was full(y) as successful as usual, bringing home a large fur bearing animal, the hide of which he is going to have made into many useful articles of wearing apparel for the family.

The ice met Fred Hayes rather suddenly Friday, the 11th inst. Fred says he always sits down on that particular spot. Which one?

SMITH SHOP NOTES

We understand that since Henry Linscott has been feeding his horse cayenne pepper he gets home three minutes sooner. Earle Jones, please take notice.

Eddie Becker says he will stand "meatless, wheatless, or any other less days," but when they stop the sale of snuff he will join the army.

Wanted— a new location for the galvanizing room. We live in smoke, though we die in despair!

"Louie" Ginella says the boss is an "Injun Giver" because he wouldn't let him keep his wedding present. Better luck next time, "Louie!". Shorter ones are the style anyway.

The "Brown Cows" have been beaten twice by our bowling team: seven pins the first time; two the second.

Wanted — To hear from the other shops in regard to a bowling league.

We understand that Walter Clark uses Pompeian Massage Cream on his hands so the girls won't suspect that he is a blacksmith.

The Smith Shop hereby challenges the Boat Shop to box, wrestle, bowl, tug-of-war, or anything else the B. S. A. A. wants to take 'em up for. The Boat Shop may be Liberty Loan Champions but the Smith Shop concedes it no other flags or cups.

AT THE DISPENSARY

Since the provisions of the Federal Compensation Act of September 16, 1916, and the administration of this Act by the United States Employees' Compensation Commission have been understood by the Yard employees, it is noted that those injured report more promptly to the Dispensary than heretofore.

Plans have been prepared which will greatly increase the facilities of the Yard Dispensary so that there will be an ample waiting room, consultation room, surgical dressing room, a small ward for four beds, an operating room and a room for women employees. It is expected that an X-ray machine will be among the equipment of the new building.

Monday, January 14th, 1918, must have been "Blue Monday". There were twenty-two new cases which visited the Dispensary on that date, the largest number in one day in the history of the Yard.

When you are hurt come to us and lend your assistance by giving us willingly the information which is required of us for your record, and which is for your benefit.

The cases that cause trouble for the most part are those of employees who fail to have their injuries recorded at the time they occur, and those who remain away from work and report their injury some time after they have become complicated by developments, which, at the start, could easily have been corrected.

BOAT SHOP NOTES

The Boat shop employees met at the National Hotel on Wednesday evening, January 16, 1918, to enjoy a banquet that had been arranged for them by the Boat Shop Committee. The purpose of the meeting was to organize a club to meet each month and talk over shop matters and how best to work with the officers of the Yard to increase the Boat Shop production.

The guest of the evening was Assistant for Boat Constructor, Chief Carpenter Sverre Floathe, who gave an interesting talk on such a club as proposed and how it would help the officers and men of the Yard. Mr. Floathe's remarks were received with great applause and others present followed with a few words on the same topic.

The evening was pleasantly passed and a fine banquet enjoyed. This club is on the same plan as that of the Smith Shop and from the way the men turned out and took interest in the first meeting, it is believed it will be a great success. The Boat Shop Committee, or "OVER THE TOP" Committee, presented Foreman Charles F. Tucker with the following letter of appreciation for his work in the Boat Shop's Liberty Loan drives:

Boat Shop, Navy Yard, Portsmouth, N. H.
January 16, 1918.

Mr. Charles F. Tucker,

Dear Sir:

We wish to express our thanks and appreciation for your untiring efforts that so successfully led us "Over the top" to victory in both Liberty Bond drives, thus causing the happy realization of seeing the Pen-nant of victory flying over our shop.

Signed Boat Shop Committee.

Oscar T. Clark, Frank E. Donnell
Charles W. Humphreys.

NOTES FROM THE BANQUET

Our guest, Chief Carpenter Floathe, entertained us with some excellent stories.

The impossible happened, Freemie Lewis lost his speech.

We noticed that our bond salesman Mr. Tucker had his big "Kohinoor" in plain sight. It is a wonder he was not robbed on his way home. When you want to see a real diamond look up Charles.

Owing to a previous and important engagement, Mr. Shaw was not present. Oh! Shaw!! We wonder why?

Captain Miles had a very rough time on his submarine trip. Yes, very rough indeed.

Hats off to our toastmaster.

We wonder why a certain man's wife would not let him attend the banquet?

Well Charlie, you cannot expect to be out every night in the week.

"Bill Gas" is some story teller.

THINGS WE HAVE HEARD

That a good run is better than a bad stand.

That many a game has been lost by starting too soon for the (dinner) plate, especially when our genial friend "S" is at the bat.

That we have had the very uncomfortable feeling of having our hat rise up and sit on the ends of our hair.

That we have had to do some of the tight-wad stunts, or, in other words, we have been slightly Hooverized.

Well — WELL — WELL!

The explanation for the peace and quietness in Shop 59 on Saturday—Freemie Lewis has a sore throat.

Speaking about the Boat shop, Liberty Loans and Drives, you know we do a lot of driving over here and whether it is boats, nails or bonds makes little difference.

If you have anything to sell, place it in the hands of Charles Tucker. It is a sure thing he will put it over the top (if it can be done).

BONDS

There are bonds of friendship and bonds of peace.
But the Liberty bonds will never cease.

And when at last the final call
The Boat Shop will put one over them all.

ELECTRICAL SHOP NOTES

The new Shop Lunch Room, opened January 21, 1918 is sure some grille. Louie is the Boss.

The N. Y. I. A. is 98 per cent strong in 79.

There are about fifty female operators employed in the Assembling Room at present.

Is it a bowling team or a bawling team that the Smith Shop has? Who is the Big Gink, their manager?

Quartermen Williams has come to an agreement with Mr. Jones as to his income tax.

Our Time Clerk is going to entertain the F. O's. with a phonograph recital. Some boy!

The Shop output for December was \$72,848. The 1916 output was \$68,000. The 1917 output was \$411,000. For 1918 we expect to make \$1,000,000 look small.

It is surmised that Sheriff Leach is gumshoeing to find out who stole his dinner basket. Who saw that rat.

Fred Hatch had a queer little lid
That covered nine tenths of his head.

One day when he coughed
He blew the rim off

And got a bad cold, it is said.

SHIPFITTER'S SHOP NOTES.

The gambling parlors of Dick Canfield have been closed since some of the "profesh" were canned for six days.

Floyd Riley is surely doing his bit laying out frames and plates; also, look sharp for he will soon pass the cigars around. (Dod Darn).

A light haired "Thor" man says that cold weather and deep snow don't make much difference to him when it comes to motor-cycling. (Give 'er the gas).

The apprentice boys of the shop are wondering where their tool kits are. Hope they don't get disappointed.

A second school in shipfitting has been started in the shop. We hope the boys will take as much interest as the first class.

A supper of planked steak and all the fixings was enjoyed by ten men of the mold loft recently at a cafe in Portsmouth. All reported a good time and plenty to eat, and hoped the next one would not be far off.

Bill Higgins, whom we mentioned in the last issue, while coming from Bath, Maine, to Portsmouth, N. H., fell asleep on the train. He awoke at Salem. He must be working pretty hard. Hope it won't hurt his health any.

Mr. Heiser, the "Stealthy Steve" identifier, is very much peeved when he has to return to the gate to pass some late comers, but he must remember that the Fuel Administrator has issued orders that all transportation lines shall not burn too much coal, and that it is not the men's fault if they are late. Never mind, "Heis".

If the York Harbor & Beach Railroad changes time and leaves the Kittery Point Station earlier in the morning, we are wondering how Erastus Stephen Blake will catch it, especially if they change conductors, as the one on now is very kind and waits for him from ten to fifteen minutes each morning.

The Shop hopes that the men will profit by the lesson learned from going to the restaurant before the whistle blows. If they cannot get there in time to go through the door, let Seegar give them a sandwich out the window.

Question: Is it the fault of the Fuel Administrator or an oversight that the train which was promised for the men who quit work at 6:00 does not run? We hope that it will soon be put on. (We are still working for it).

The lights in the shop have been replaced by new ones and additional lights have been installed in the mold loft, also new heating system direct from the main line.

If anyone thinks that this shop is lagging, take a

look in the Franklin Shiphouse and the new shiphouses and see the progress from one day to the next.

Some men in the gang would like to see the Civil Service Commission at Boston take on more help and return the new ratings they are looking for. (Amen).

The punch gang is keeping all work caught up close and are ready for anything that can be put up to them. (Only when Riley is out).

This has been a great winter season for the picking gang. They have handled and cut as much ice as they have steel.

WANTED: More good boys for rivet heating.

Ernest Spinney says that keeping house is all right, but when your water pipes freeze up, and you try all night to thaw them out, and in the small hours of the morning the whole front of the stove blows out, all the covers lodge in the ceiling, the hot coals burn up a thirty-six dollar linoleum, the windows in the kitchen are broken, the cat scalded to death, and then your young housekeeper leaves because you can't afford to buy a new stove, that it is about time to find a boarding place.

Willie Grace has stopped smoking and chewing tobacco and has taken up eating nails for a pastime.

The Shop feels proud of the good work which the bending floor is doing under the leadership of Matt Johns in turning out the difficult channel frames and other work. The night shift is also credited with good work although a number of men are out sick.

Hooray! Joe Smith has got all the storm windows on except 'he skylight.

The Boat Shop can boast of its athletes in running, swimming, tug-of-war, etc., but it has no one who can catch Charlie Shepard when it comes to walking. He can walk up the shop so fast the trail in the smoke is not closed up before he is back.

Harry Magg, while in the performance of his duty, met with a painful accident. He stuck his finger through a shell hole to find out if it was countersunk on the inside and some driller with hob nailed shoes on stepped on it. Harry hollered and hollered, "Get off my finger" but nothing doing. The man did not hear him so he had to suffer for about five minutes until the driller moved.

The finger was badly lacerated and is now under the doctor's care.

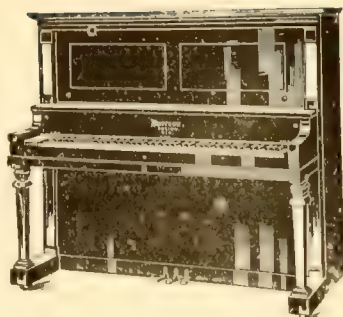
The Shop feels very fortunate that no one was seriously injured when the crane on the big rolls broke. Many had narrow escapes as it fell without much warning. The Safety Engineer is right on the job in securing the others so that we will feel safe when working near them.

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MARCH
1918

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LEAD THE PROCESSION
AGAIN
IN THE
THIRD LIBERTY LOAN?
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INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

MARCH 1918

NO. 3

WHAT ARE YOU DOING ABOUT IT?

SOMETHING like five years ago a man came home one evening well and hearty, so far as outward appearance went.

He ate his supper, sat about with his family, joked with his wife and children just as most men do when night time comes. While smoking his cigar after the children had gone to bed his attention was attracted by a small lump under his tongue about as large as a bean. It grew larger so he went to his physician who told him, frankly, that he had a cancer and who took immediate steps to give such treatment as he could. In six months this malignant, subtle growth consumed the greater part of the man's face, an eye, an ear, his tongue and finally his brain. During that period, though he suffered tremendously, he fought with all the virility of his vigorous constitution and the aid of the finest physicians in the country to stamp out the growth. In the end he died.

In August 1914 this old world of ours awoke to the fact that one portion of its body had become infected with the virulent poison of the vilest disease with which humankind ever was possessed—the doctrine that "might makes right"—that a few with this right can control the life, the health, the happiness of individuals and nations; that they can determine the destiny of mankind as it suits them.

Since that day in July when a pistol shot snuffed out the life of an Austrian archduke and thus gave the flimsy excuse for forcing into flame a war long since planned, there has developed its being and extended itself across Europe from the North Sea to the Mediterranean a tormented strip of country such as mankind, or the world never has known, nor

which, previous to that Summer's day, seemed possible. Almost four years have come and gone. The world, in its efforts to stamp out the ugly sore and to utterly remove its devilish cause, has poured into that tortured strip such wealth and such a store of life as has staggered humanity. One nation after another, in defense of their common love of right and a chance to live as peaceful humanity should, has added its might until more than half of mankind has devoted its men, its wealth, its entire time and resources to stopping the spread of this sore. We here in America are just beginning to feel the stress of the circumstances ahead of us, to know the heartache of facing the loss of our men—many times our personal friends,—of suffering, of the pangs of suspense and uncertainty and the inconvenience of sacrifice.

A few days ago there tied up at one of the docks in this Yard a ship, ice-covered and stained and bearing evidences of the duty through which she had passed. She represents a link in the long, thin chain of ships through which America is already pouring her strength, her vast resources of men and things into the Allie trenches and by which she will help in winning the war. The nourishment to feed these vast armies on the ships and in the trenches and to carry men and munitions, equipment and supplies, nurses, doctors, wounded: the thousand, yes the millions of things necessary, depend utterly on this chain. This vast store of help, flowing like medicine from the huge bottle that America represents, can only reach the trenches through a neck no bigger than this chain of ships. No other war ever was waged with a base removed three thou-

sand miles by an intervening ocean, no other war has called for so much or in such vast quantities.

That strip "over there" is like no other place on earth. Men die, not in hundreds but by millions. Hospitals cannot be built rapidly enough to care for the broken and wounded so that churches, schools, halls, houses; all shelter soldiers for miles and miles away from the front. Not hundreds of shells are hurled into the enemy's country but whole trainloads, whole shiploads. Cemeteries are not alone made to care for the wreckage but huge open graves and funeral pyres that consume thousands nay they must even lie unburied to stench the air. Not a few men here and there are wiped out but whole cities in number; not a few buildings are wrecked, but cities, miles of them, to the end that slowly but surely and a little at a time we, and our Allies, shall gain by paring off a bit of rottenness and so, gradually, but surely, close over and heal, for all time, this sorry spectacle.

Already our hospitals here are taking injured men by hundreds, our friends greet us sad eyed, our ships are being sunk. Slowly but surely the grip of this war is reaching us. What are we—the men right here in the Portsmouth Navy Yard—going to do about it? Can any man, fit to bear the name, do less than to keep every machine, every job, every bit of work assigned to him going at full blast to the single end that ships, convoys, material shall reach the Navy on time, ahead of time, in shape. Shall we because of our personal lack let that chain of ships become taut, stretched by delay and by poor work till it snaps apart. In the midst of some huge drive one ship load of men, one cargo of shells, one tank of fuel, one steamship of grain and food might spell victory; their lack might mean the spread into still untouched territory of the hordes we are arming to keep from corrupting the face of the earth.

What are we—what are **you** going to do about it—Nay!—what **are** you doing about it? Men!—let's face this game, our game in an up-standing, man-fashioned, fearless way, without quibble, without bickering, without thought of our own personal likes or dislikes and so in the least time bring an end—and peace. What are you doing about it?

SECOND DINNER

ON Wednesday evening, March 6th, something like one hundred and thirty of the heads of departments, foremen, quartermen, and leadingmen sat down to a turkey supper in the Lunch Room. Though not equipped to serve a banquet the Lunch Room force turned out a supper that left nothing to be desired in the way of interior decoration; or at least every report sounded that way the following morning, some even earlier. A case of near sightedness on the part of the Safety Engineer was responsible for the discrepancy in the hour of serving but this delay was more than offset by the great promptness with which the vaudeville show began.

After supper Chief Carpenter Floathe, acting as toastmaster (under what mental anguish and apprehension only those who heard the truth concerning his part in the naming of Copperfield, Nevada, can appreciate) presented Captain W. C. Cole of the U. S. S. FREDERICK whose remarks brought home with considerable force the need for the utmost effort on all work that every ship assigned to this Yard remain for repairs the minimum of time.

He was followed by Mr. McCourt, Chief Estimator, whose plea for increased powers for leading and quartermen, comparable with the increase in the number of men and work now assigned to them, can result in greater production along the line.

Master Mechanic Flanagan, in a few terse words, showed to what extent the personal efforts on the part of the men have resulted in building up the Yard and having new construction assigned.

Commander Wyman and Naval Constructor Schlachach followed, devoting their talks to coordinating the facts given by Captain Cole and Mr. McCourt into suggestions showing whereby each officer and head could form the nucleus of a group of men in each shop, thus bringing the men into closer touch with the big thing for which we are working and which Captain Cole so aptly summed up when he said "Our principal job now is to DOWN THE SUBMARINES," a slogan we could well adopt here to splendid advantage.

After supper the meeting adjourned to Building No. 95 where, through the kindness of Chief Boatswain Hill, a vaudeville show with moving pictures closed the evening.

SLACKERS

SUPPOSE General Pershing should issue an order that a certain regiment should make a charge of D.

to-morrow at daylight. Then suppose that one soldier should say "I want to go see my brother to-morrow," and another should say "it is a little cloudy; I think I will stay in my tent to-day," and the next should say "the captain spoke roughly to me yesterday I do not think I will charge any more" and the fourth should say "My big toe is a little sore I think I had better not charge to-morrow." And suppose that one man out of every nine should offer an excuse like that and refuse to charge. How long would it take the Germans to "lick time" out of such a crowd?

Now suppose we talk about the Portsmouth Navy Yard. The records show that on the average one man out of every nine stays away from work every day without permission. This is in addition to those granted leave with pay. True, some of those are sick but they are in a small minority. The great percentage stay away because they are indifferent. They place their own interests and feeling above those of the country; duty means nothing to them.

Each man thinks he is only one and will not be missed, but one man will break up a gang of riveters; one missing helper will hold up the work of the mechanic, one missing mechanic will cause a machine to lie idle. And when you multiply one such loss by four hundred, the average number absent each day without leave, you have a loss impossible to overcome.

How can the management meet their promises on the completion of work when eleven per cent of the men will not work? How can the foremen plan their work if they can not depend on their men coming to work? How can we win the war if one man out of every nine won't fight?

We call a man who tried to evade the draft a slacker. Is a man who tries to evade his duty in the yard any better? No, he is worse, for he is actually helping the enemy. The men in the field must have supplies and ammunition. To get these the country must send ships, and to send ships it must have convoys. If by your absence you help to delay a ship's getting away from the yard so that a freight ship or troop ship must go with too small a convoy, and is sunk by a submarine, on that account you have just as surely aided the enemy as though you sold him government secrets. We are fighting for our homes and lives here in the Navy Yard just as truly as are our friends and brothers in the trenches. Be a patriot in actions as well as words.

THIRD LIBERTY LOAN

WHAT is Portsmouth Navy Yard going to do on the next loan? It seems to be the general impression that the third loan will be put out April eighth and that it will bear four and one half per cent. interest. On the second loan we surely swept clean and I have heard no one dispute our claim to being the champion yard.

If we are going to sweep clean again it is not too soon to start the campaign. We got a late start in the last sale or we would have reached the half million mark. What amount are we going to strive for this time and how shall we conduct the campaign?

I suggest that each shop elect a committee of three to be known as the "Liberty Loan Shop Committee" to get the shop in line. This committee will elect a chairman and these chairmen shall compose the "Liberty Loan Yard Committee."

In looking back on one's efforts they can see the weak points and, so, in looking back on our second loan campaign it seems to me that our weakest point was the failure to make personal appeals to each individual in the yard. One man can not make a real appeal to every one in a shop of three or four hundred, but three or more men on a committee can reach all hands.

If the shops think well of this suggestion I wish they would get together and elect their committees so that we can get together the last of the month and outline our work. Foremen, will you please call the meetings to order?

Naval Constructor Schlabach, U. S. N.
Shop Superintendent.

PUBLIC WORKS DEPARTMENT

THE Public Works Department is in charge of the design, construction, and maintenance of the Public Works of this Navy Yard, such as buildings, dry dock, power plants, cranes, ways, railroads, barracks, storehouses, water supplies, sewage system, etc.

The past season has been a very busy one for this Department, most of the work being done by Yard labor. The new submarine building ways, recently completed and several temporary storehouses have been built in this way and there are prospects that several more will be so constructed. The hospital barracks, just finished, have been

built under contract. Temporary barracks now well under way to accommodate a large number of prisoners are being built by the Turner Construction Co., of New York. These barracks, when completed will be a model of their kind.

A great deal of work is being done in the Power Plant. New turbo air compressors, which will use the exhaust steam from the present generating engine compressor, turbo motor, oil, lube, cooling, and other pumps, are being installed. A new steam coal burner for generating is also being built as well as a catch house at the head end of the boiler. The addition to the industrial section, men's office, storeroom, and work room, the room of the present canteen building will be raised another story, making a three-story building three times the size. This will give much needed room for office and clerical space. The office of the superintendent of New Construction and the Machine Drafting Room will be removed from their present location in Building 89 and installed on the second floor of the office building.

Plans for new auxiliary barracks are in general accordance, considerably larger than the ones in Building 86 are also being considered.

There is one portion of the yard which is unfamiliar to the majority of employees. It is the Hospital Reservation which has been the scene of much activity since the outbreak of the war. This attracts one's attention first when visiting that vicinity. The first emergency arrangement for caring for invalids outside of the main building was the establishment of a small city of tents where general contagious diseases are handled.

This arrangement later gave way to three so-called contagious ward buildings. These are all strong structures, substantially built of wood and plastered inside and were built under contract with Mr. George Baker Long, Worcester, Mass., on the cost plus percentage basis. A time limit was set for their completion. They were all finished ready for occupancy before the expiration of the contract time. All of the painting of these buildings was done by yard labor.

The next contract was for the construction of an emergency hospital buildings let to Mr. Martin Kelley of New York. These consisted of a one-story subsistence building fully equipped as a kitchen and dining hall; two two-story ward buildings for bed patients; two two-story barracks for the emergency corps; a two-story living quarters with kitchen and dining room for the accomodation of female nurses, and a two-story garage with living

quarters on the second floor for the yard ambulances. This contract was later increased by the addition of a Laboratory, which is now under construction. These structures also were painted by yard labor. These new buildings necessitated the installation of complete service systems for sewer, a. e. heating, lighting, roadways and water supply for domestic use and for fire protection.

Care was taken in laying out these buildings to give them, as far as possible, the beautiful shade trees. How well this has been done will be apparent to anyone visiting this reservation. The men's quarters quarters have an especially attractive look over the back channel of the Potomac River toward the Kittery shore.

CHANGES IN SUPERVISORY FORCES

Several changes have been made in the supervisory forces since the last issue of the Life Buoy.

Mr. C. W. Mabry, formerly Master Electrician, has been transferred to New York as an inspector of electrical material.

It is understood that Mr. Mabry has now taken a position with the Atlantic Shipbuilding Corporation at Freeman's Point. Everyone in the Navy Yard who knows Mr. Mabry will wish him the best of success in his new work.

Mr. H. H. Hay, formerly assistant Shop Superintendent, has been transferred to Washington, D. C.

Mr. A. L. Spinney has been promoted to assistant Shop Superintendent, with the additional duty of charge of the Brass Finishing Shop (formerly Electrical Shop).

All purely electrical work on ships has been placed under Mr. Flanagan and the electrical force will be established in Building No. 89, second floor.

Mr. J. J. Connors has been appointed foreman moulder.

Mr. F. A. Fagan and Mr. D. J. Leahy have been appointed assistant inspectors.

PAINT SHOP

The human spiders, S. A. Boston and Professor Rossley, who aspire for Scott's job of heating air, met recently in a wrestling match. Before the bout both could throw each other. After the bout alibis were very numerous. From their looks one would have thought it was a prize fight. Both are very tame now.

Anyone aspiring to be a painter will be tried out once on the wireless poles and once in the double bottoms. Oh yes! and the official flag staff and the roof of the Franklin ship house.

We ask the foreman of the other shops to please be a little more considerate when they have glass to set. Instead of invariably waiting for zero and rainy weather we would remind them to have a heart and use some of the pleasant days as well. A little safety-first might apply to this. Yes—come to think of it.

We all enjoyed a nice 7-20-4 after Eddie Lutts entered the bonds of matrimony. We thank him very much, and join together to wish both he and Mrs. Lutts a long and prosperous life.

We were very fortunate in one of our recent calls to secure the services of an expert letterer, Mr. S. J. McIntire of Kennebunk, Maine. Before his arrival the majority of that work was thrown upon the shoulders of our Quartermaster Mr. J. H. Morrill. So if you want any lettering done just ask Mr. Ball for Mac. (Just the same—Mac will have to "hump" to keep in sight of Morrill's record.)

Dyer's recent dive into a red lead pot still leaves him with red in his eyes.

Anyone who thinks the paint shop was not there in the last Liberty Loan is badly mistaken. Look up their average then glance at their salary, then look up and see if they had any overtime. We will be with you, Liberty, just as strong the next time.

Some people's definition of Painter. Ans. Dauber. We have some but, thanks, only a few. In the next issue we will give you the proper definition with a few extra points for the needy.

We would like to say something about Mr. Ball in this issue. Some people are pretty hard to reach, so we will pass him up until the next issue.

SHIPFITTER'S SHOP

Edward Payson Weston has nothing on Ernest Spinney, whose boarding house is out at Spruce Creek. He leaves the car at Hutchins' corner and recently lost his way and went to York. When he inquired where he was he was directed back over the same road to the Kittery car barn. On his way he saw a signboard which gave directions to Portsmouth, five miles away, so he decided to take a chance. After walking hours he saw a light which proved his salvation for, upon knocking at the door, one of his old shop-mates came and, recognizing him, gave him his supper and then took him to his boarding house where they arrived at 11.30 P. M.

The Shipfitters have a three-piece orchestra which the enlisted men say has 'em all on the Stocks, so if you have any serenading to do, or any garden parties where the refreshments are in plain sight, just ring 'em up.

Our weigher says that the weigh house at the new building ways is a bird and is well built. All it needs is to have the roof made waterproof and steam heat put in. He says that he is not much on this "freeze stuff," and we check him up on that, for we find his books and papers frozen to the desk every day. GOD BLESS HOOVER. Who says we are not doing our bit?

Mr. Schierer, our weight draftsman, is booming things. He has brother Preble now as an understudy, in addition to C. E. C. Corkalovitch. Ooo!

Micott says his motto is: "If I can do anything to help out, I will gladly do so." If you don't believe it ask Charlie Philbrick or Mr. Nichols.

Hold the Fort! Conlon and Pattee of our Submarine office will have something to say soon—Stop, Look, and then LISTEN. That will be enough.

The boys are taking up a collection to buy a pair of rubber wrist bumpers for Cheney so he won't pound his hands off when he goes out on the "laying out" platform in cold weather.

Harry Mitchell walked so fast to the Navy Yard from the "Back City" that his felt boots were half full of sweat when he put them on at night.

Our genial temporary lighting man, Brady, wishes that anyone knowing of a good house for rent or for sale would let him know. Then the cigars will be passed around.

ELECTRICAL SHOP

We wonder:

When the crane goes by why we think of Nora.
Why some girls are so curious.
How our worthy leading lady enjoyed her ride on the government ferry one morning.
How will you keep away from the shaft—Gertie.
Why we can't get any fresh air—hot air gets tiresome.

It might be well for the men working on the machine floor, to read the sign on the second floor "Visitors Not Allowed." What is the attraction?

Our stock-man has not paid a visit to the Yard Dispensary this month. Some record!

A sign of spring, Burke has shed his wristlets.
The shop lunch room is doing fine. At present a ladies' recreation room is being fitted up in this shop.

I wonder why Mr. Phillips does not go on any more joy rides? It has been four years since the last trip.

Le Roy has purchased a phonograph and is preparing an entertainment for the shop; including the famous dance which he has perfected.

Mr. Morrow was last wending his way to the horse races; in company with his three legged dog.

Our force of female operators has doubled in the last month. Some girls.

Some of the boys are making arrangements to take the new time keeper, (with the green suit) out for a walk.

Upon his departure from the Yard Mr. F. W. Maby was presented with a handsome gold watch by the employees of this shop. Mr. Barrett made the presentation speech, and Mr. Maby responded in a manner worthy of much praise.

Moving day has struck the motor force once again, and Pethic's famous "flat car" was much in evidence. The "Scottish dialect" and original "horse laugh" will be sadly missed.

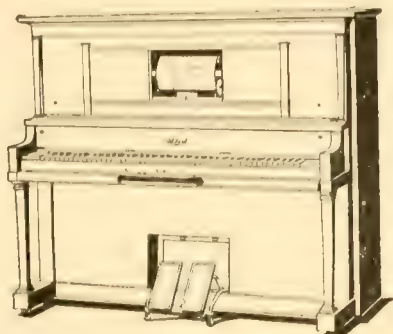
PATTERN SHOP. BLDG. 95

Patrolman Buckley (detective) found ground glass in the candy he purchased in the shop, and thinks it is some foul play on the part of the Germans. Buck says he should be rewarded, as the lives of many pattern-makers were saved by his great find. Never-the-less the boys still insist on satisfying their fondness for the sweet stuff. The Boss says, if Buck searches further, he might discover that it came from the overhead lights which were burst by a would-be base ball pitcher.

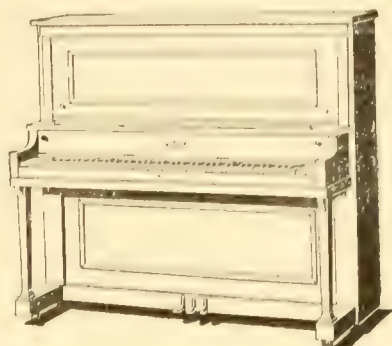
Ask the married men of our shop, what their secret club is doing on the lightless nights?

We are not the least bit jealous of the other shops, but, how about having a few female operators consigned to our shop? Signed "Single Guys"

ONE PIANO PURCHASE



Should mean
a life time of
satisfaction ::



PACKARD PIANOS

Brings into your home a concert of sweet melody

H. P. MONTGOMERY,

OPPOSITE THE POST OFFICE
PORTSMOUTH, N. H.

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Lowest Prices in Town

Call and Prove It

SHAW'S CASH MARKET

Telephone 133

18 PLEASANT ST.

PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY."

PIPE SHOP

Fred and Sam have it all figured out that thirty-two weeks and two days from now they will be on their annual hunting trip in the wilds of Maine.

Who left their tobacco lying around? Bill's chewing it.

Reuben Rand has given us the slip and gone to work on the other side of the shop. He wasn't going to give up his job so easy.

BOAT SHOP

BUNKER HILL DAY.

Bunker Hill Day is day that will last, a bunker of coal is a thing of the past, but the Bunker whose name we wish to recall is the Bunker who umpires the game of Base Ball, but the 10 hour days which the government needs, will bar Mr. Bunker from the Sunset League, but if you will look and see what it means, you will find Mr. Bunker is afraid of Marines.

Who said Waterworth could bowl?

Bill Thompson has been promoted to Broom Inspector and he will make a clean sweep.

Charles Tucker can sell Liberty Bonds; who said he couldn't sell second hand clothes?

Jackson and Lewis, men of very few words.

If a man is in love how does he feel? Oh! Shaw.

How many miles to Dover? Ask Miles.

We hope that our foreman gets a supply of wood or coal very soon as he has burned his coal bin and shortly will start on the fence.

Come boys how about the next get together meeting?

Now that the clam flats are free from ice, and Eddy is on the job, those wishing a good clam fry should place their order at an early date as we all know our efficient "Clammy" has more orders than he can fill.

Our identifier from Eliot is furnishing cigars for the office force with the overtime money he receives from his duties at the gate. How about it Charles?

SPAR SHOP

I WONDER.

If Clem Waterhouse ever hears the whistle blow at 11:30?

If Varney is in love?

If "Nemo" went broke in Frisco?

If the female employees will ever come? Gus and Waldo are getting impatient.

If Barney is the pool champion of the Navy Yard?

If Tom Fisher and Scottie (the painter) came from the same country?

If Keefe will be treasurer of the Wood-worker's Union?

Where Tome Wilson learned how to make benches?

GLENWOOD RANGES

KITCHEN UTENSILS

GALVANIZED ASH BARRELS

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A. C. CRAIG, Manager

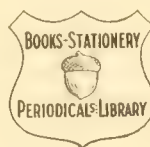
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BOARDMAN and NORTON

Druggists

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Electric Household Devices

FOR YOUR COMFORT AND HAPPINESS

ROCKINGHAM COUNTY LIGHT AND POWER CO.
29 Pleasant Street Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY."

Some of the boys are working nine hours in eight.

Plans are under way, by eight of the sports, for a camp on Eliot side of the Piscataqua, and if things come to a head there will be many more impersonators of Douglas Fairbanks hopping around the yard.

Patternmaker—"How do you spell work?"

Apprentice (quickly responds) "S-H-E-L-L-A-C-I-N-G!!"

We the members of the "Little Mandolin Club," of the Pattern Shop, do hereby make known to the Yard, and surrounding towns, that we will accept all engagements issued to us after we make our debut as professional musicians. If you desire faithful service and excellent harmony, see our leader Prof. H. E. Britton, in his studio, or any of the following members:-

R. Metelli—Artist on the left handed guitar.

J. Nicholson—First mandolin (plays only when his wife allows him to have the evening off).

C. Malmquist—Second mandolin, and best little string wrestler on this side of the river.

L. Van Ham—One who harmonizes with the women.

D. Twitchell & R. Fullam—Comedians.

Music furnished for all occasions. Reasonable prices.

The bowlers say:-

Owing to the fact that it is so late in the season, and so many men are working nights, we couldn't consider it practical to start a regular league, but are willing to roll any team from any shop on the yard for fun, money or marbles; and the stronger they are the better we like them.

Our Alley Records—	Lost to:	Won from:
Brown Cows.	1	2
Blacksmiths.	1	2
Machinists.	1	1
Foundry.	1	0
Sailmakers.	0	2

We would like to hear from the Boilermakers (especially those training at the West End Alleys), Tinsmiths, Electricians, and the so-called champion Boat Builders.

SHEET METAL SHOP NOTES

It doesn't matter how long the war lasts, we are sure of fuel and food as long as Foreman Drake keeps his company together for we can take our Cote and hat and go down the Lane where the Gale doesn't rage and dig a Murphy or so, then feed the Chicks on Cobb and Rice.

You look around and you can see Cole in one end of the shop and a Brush in the other, why worry over the fuel question.

You can Card Cotton from the Ladd near Lawrence any time, but it would not be Wright to shoot Robbins until you could Call Parker and ask what all Seaman do when a woodchuck Burrowes into a Stackpole.

We can Winn the war by going over to York, drive Staples through a Door, then Russell the leaves just before trying to Prime our gun and how many Weeks it would take Lewis to Leav-itt.

That's the best thing in the shop, Hay! What! That new sanitary drinking fountain.

We understand that a one act comedy is to be staged here in the near future entitled "Who Soldered the Cover on My Dinner Pail?"

Any one wishing to get inside dope on the wrestling matches should ask Harry Wyman.

A few of the boys are getting the spring fever bad. It hurts to get up on a nice warm morning with the thoughts of being tied to a bench rather than to the steering wheel, doesn't it Charlie?

Wanted. Several houses for the married men of this shop. We can not pay for board and room and buy another Liberty Bond on what we get at present.

HOOVERIZE

WHEN BUYING FURNITURE

If you want to save money buy your
House Furnishings at less than half
the prices you are paying elsewhere
We sell complete House Furnishings
at prices within the reach of all.

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TO KEMP FURNITURE CO.

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YOU OUGHT TO KNOW

DENNETT and McCARTHY'S
IS THE BEST PLACE TO BUY
OVERALLS, SHIRTS, HOSIERY

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PORTSMOUTH GAS CO.
ALWAYS AT YOUR SERVICE

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BUT NEVER TOO BUSY
TO FILL YOUR PRESCRIPTIONS
AND FILL THEM RIGHT

OUT OF TOWN PATRONS ARE
WELCOME TO WAIT FOR THE
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LOWEST RATES

BEST FORMS

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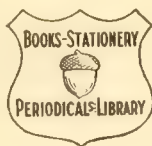
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PORTSMOUTH, N. H.



18 Market Sq.,

The Acorn
Fine Writing Papers

Portsmouth

"I SAW IT IN THE LIFE BUOY."

How the men in the balcony like the new location of the office?

If "Happy" really thinks that the new steam in the cooper shop is for baking pies for the shop restaurant?

FOUNDRY ITEMS

The Brown Cows claim they can trim the Foundry bowling team any time if those two professionals from Pennsylvania who were rung in on them before are not allowed to appear in the lineup, provided Bill leaves his corsets off and Mac learns that it costs money to roll in a real game.

Dan says that if "Dynamite" continues cleaning up the way he has been lately he will have enough saved up to make that trip to Dover on St. Patrick's day to whitewash the church green.

Mike is still wondering why everything is so quiet around Jack's bench lately.

We notice that G. R. P. is wearing a new pair of glasses which he recently purchased to use for his "late sessions." We are wondering whether or not Charley can make use of George's old ones and thereby multiply the strength he is receiving from the double pair he is wearing now.

The "boss" has purchased a new Apperson Eight and believe me it is some swell car. The boys are all wondering who he is going to get for chauffeur. "Dynamite" is hoping he will be the lucky one and no doubt will be if "Dan" doesn't beat him to it.

Deacon Emery has been staying out so late at night with his sick lady friend that he finds great difficulty connecting with the 7:30 whistle in the morning.

"The End of a Perfect Day"

Our handsome, blond shopmate from Dover who went to Somersworth recently to fill a date is

handing the laugh to a lot of the "wise-guys" who have been kidding him about his attraction for the fair sex.

Here is the story: When he arrived in Somersworth he found that she was not going to show up. It would not be right to say that he was discouraged, no indeed! not that boy! Five minutes later found him at another lady's door listening to a surprised, but delighted, tone of voice, "Why! Frank. Greetings. You must come in and join our little party this evening." Could he refuse? Not him. He went in and had one wonderful time until he realized that he had a home.

But, sad though it is, 'tis true, that time flies when one is in good company for when he woke up the train for Dover had gone and he had to rely on good old shank's mare and reached home at 3:00 A. M. the next morning.

Two mysteries to "Ed" Hayes. Is my present job everlasting and why do they keep me so near the office door?

Although you cannot pass that phoney dollar bill you found on the shop stairs, Mike, on anybody in Portsmouth, we think it our duty to advise that you can most likely dispose of it readily in your home town of Dover if you try.

Do not be alarmed if you see some bewildered looking being wandering about the shop. He is not crazy nor subject to fits, but merely trying to locate a sprinkling can.

A number of our sporting men would like to see a real game of pool between Dick and Bill. Both claim to be the best man but here is a little inside dope, on the merits of each free of charge, for the other sports here. Bet on W. C. to win although Richard is some shooter just the same.

We think that one of our genial coremakers will soon be crazy unless he finds out what Margaret told Mac about him.

Although some from a good cigar was blown in his face Jack still holds to his resolution to quit smoking during Lent.

"Bill" Bates has joined the Navy.

Henry Peyser & Son

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FURNITURE, CARPETS, RUGS

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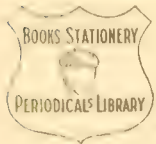
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Tel. 179

41 Pleasant Street

PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY."

STENOGRAPHER'S NOTES

Congratulations, Tom.

Thank you, "Mr. Perkins."

"When I was with the Boston Music Company."

Front seats in the main office were at a premium, we are told, the night of the big wind.

A little sprayer, girls, the capacity of the boat is one hundred.

Carnation	Dactylis
Lilac	Cashmere Bouquet
Lily of the Valley	Splendor
Wisteria	Arbutus
Rose	Peg O' My Heart
Heliotrope	Japan
Eclat	Jockey Club
Ideal	Violet
Azurea	Vogue
Lady Mary	Mary Garden
Floramy	Jicky
Mavis	Honey Suckle
L'Origan	Melba
Musk	Narcisse
Corylopsis	New Mown Hay
Milaja	Orchid
Le Trefle	Lotus Flower
Djer Kiss	Royal Shamrock
Ectera	Ectera

We're here.

Captain Frank has solved the tumbler problem.

Spring has come! The girls have made their exodus from the cabin and have driven the rest of us in.

Eddie admits she is no Pavlowa, but, give her time.

More from "Us Girls" next month

Back to Monkeydom—Sure sign: Down on the upper lip—There are some fur-bearing animals in the Industrial Department.

New Girl: Is he an officer?

Old Girl: Well he thinks he is!

New Girl: Why, I thought he was the messenger boy in the Accounting Office!

MACHINE SHOP NOTES

George Hoyt has returned to work after passing the winter months with his family in Londonderry.

"Buck" got a letter from another dead man upstate last week.

We understand the workers on the tube sheets are keeping Lent. They surely have a Hole job. One fourth mile of drilling ever get bored?

The boys in this shop had one sweetless day this week. There was a reason.

We wonder what inducement prompts our Ralph to migrate South, is it the call of Spring?

Everybody pull together; it's team work that wins.

How far would the cigars distributed by the benedicts of this shop in the last five years, reach, if placed end to end? Reward.

Some Shops may beat us on Liberty Loans. but on Matrimonial Bonds we have no peers. Waaser matter, Boss?

We are still growing and some better all the time. Righto!

Page and Shaw Candies | Prove It for Yourself

Sole Local Agency

Adams Drug Store

ON MARKET ST.

Portsmouth : : N. H. 15 PLEASANT ST. PORTSMOUTH, N. H.

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WOOD, The Tailor

Navy Uniforms and Equipment

Go to W. D. KENDALL

KITTERY, MAINE

TELEPHONE 871-M

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BEST GOODS AT LOWEST POSSIBLE PRICES



Chevrolet Automobiles, The most Satisfactory Built
Economical, Powerful, Durable

CHAS. E. WOODS

51-60 BOW STREET

PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY."

Mr. E. J. O'Keefe is the latest man in this shop to do it. We all wondered why it was that "Ed" was smiling to himself all the time. Who is the next? Would Frank Lynch us if we asked him?

This shop has enjoyed the pleasant company of Mr. S. B. Lawrence, Erecting Engineer, Putnam Machine Co., of Fitchburg, Mass., and we sincerely appreciate his kind assistance upon the installation of our Baby Lathe.

The Quartermen and Leadingmen of this Shop, with their wives, were very pleasantly entertained by Foreman and Mrs. Frank L. Waaser at their home in Portsmouth, Washington's Birthday evening.

Will some kind friend please consent to help "Mark" out in making his income tax return.

Machine Shop Building No. 80

SMITH SHOP NOTES

Billy Critch enjoyed an auto ride one day last month. He says he thinks the Railroad charges high rates to pedestrians.

Has anyone a raincoat to sell? See Jack Riley.

The fellows in the coal fire end of the shop are wondering if gas masks will be provided for them during the first two hours after lighting up.

Old Doctor Hoyt has cured many a cold lately with his famous snuff.

Whose turn next to pass around the cigars? Mike Burchill says he may surprise us soon.

Phil Hughes says managing the bowling team is hard enough without having to walk across the bridge to get to Portsmouth.

We suppose sheepskin coats and rubber boots will still be worn by some (probably residents of Eliot) next July.

Oscar Hutchins and Mr. Jensen, Sr. are being urged to wrestle best two out of three to a finish. Tickling the ribs barred.

Congratulations and success to our two new leadingmen, the two Bills.

The Smith Shop turned out over 60 tons of forgings last month, all small stuff, too. They are aiming to keep ahead of even that record from now on.

THINGS IN GENERAL.

The Navy Department has authorized the construction of a new sawmill. It will be located near the timber basin and lumber yard. The construction will be of wood and sheet steel, and a travelling crane will be provided. With the removal of the sawmill from Building No. 74 this whole building will be used by steel metal workers and plumbers.

The Foundry spread itself last month. The output per day was the greatest in its history and the output per man per day within one pound of the best previous record. That's the way to swat the Huns.

Due to the fact that the work of the pipefitters and the outside machinists is so closely allied, it has been decided to put all pipefitters under Mr. Hayes, foreman machinist, outside. This will put all of Building No. 89, first floor, under Mr. Hayes' supervision.

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ALWAYS AT YOUR SERVICE

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45 CONGRESS ST.

ALBERT Z. LEACH, Mgr.

A FEW OF UR SPECIALTIES

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Manhattan Shirts, Fownes Gloves, Interwoven Stockings**

F. W. LYDSTON & CO.

**Outfitters for Men & Boys
PORTSMOUTH, N. H.**

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HIGH GRADE SEEDS

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**PORTSMOUTH
NEW HAMPSHIRE**

"I SAW IT IN THE LIFE BUOY."

TUSCANIA

Land of the west your own brave sons
Proved to the world how they can die;
America will always proudly own
Those lads who sang when death was nigh.

It was no wailing song of fear
That sounded o'er the Irish sea,
But through the darkness sounded clear
My own dear country 'tis of thee.

As the Tuscania slowly sank
Engulfed within an ocean grave,
Americans sang their deathless chant
May the stars and stripes forever wave.

And as they wave in freedom o'er the tomb
Of those who died a world to save.
The newborn world will sing in tune
Land of the free, home of the brave.

R. J. GILKER.

Congress St.,

Portsmouth, N. H.

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WE PAY CASH SO OUR PRICES ARE AS LOW AS POSSIBLE. TRY US AND
SEE IF WE ARE RIGHT.

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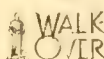


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"I SAW IT IN THE LIFE BUOY."



APRIL
1918

**NAVY YARD,
PORTSMOUTH, N.H.**

REAL ESTATE FOR SALE

Cottages to Rent, Season 1918

The town of York offers every inducement for you to make your home there, either during the summer or permanently. It is only 20 minutes from the Navy Yard by train, with special service. Electric cars offers another means of transportation of convenience.

The pleasures of boating, are offered on the beautiful York river or the sea; excellent highways offer the best for the motorists and the pretty drives in and around the town are a distinct feature.

The York Country Club has one of the finest golf courses in the country, and hundreds enjoy the pastime there. The bathing beaches cannot be surpassed along the coast, and there are both public and private baths.

The town is modern in convenience, yet ancient in many landmarks, and has a history that will delight you to learn. You will thoroughly enjoy living here.

On my list I have a few places that will make excellent all the year round residences

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AUCTIONEER

ARTHUR E. BRAGDON

YORK VILLAGE
MAINE

“ OVER THE TOP ”



→ SOAK The KAISER ←



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“I SAW IT IN THE LIFE BUOY.”



HASSETT'S

Music and Art Shoppe

Represents the musical center of the community. All local musical activity for the last fifteen years has been based on this establishment.

And Why?---Surely there must be some reason for this confidence.

And surely there is. We carry the best of everything in music.

The Best in PIANOS AND PLAYER PIANOS

Chickering & Sons, "Oldest in America, best in the world," Hardman, used exclusively by the Metropolitan Opera House.

The Best in PHONOGRAPHS

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The best in musical instruments. The latest in popular music.

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Portsmouth, N. H.

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Help to make the Third Liberty Loan a success

A little real sacrifice on your part now may save a much greater sacrifice later. Subscribe early you may encourage someone else.

We are receiving subscriptions on the same partial payment plan that has proved so successful in the past two loans; that is, a minimum deposit of \$1 for a \$50 bond, the balance to be paid by instalments.

We will care for your Liberty Loan Bonds without charge.

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United States Depository

Safe Deposit and Storage Vaults.

SAVING

CONSERVATION and

THRIFT

WILL WIN THE WAR

PATRIOTISM DEMANDS THAT THE CITIZENS OF THE UNITED STATES

SPEND LESS and SAVE MORE

10,000 PEOPLE ARE SAVING THEIR EARNINGS BY THE HELP OF
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First National Bank Building

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY."

INDUSTRIAL DEPARTMENT LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

APRIL 1918

NO. 1

Erratum: 3rd line should be 4th. **WE ARE AT WAR**

IT is easier to say pleasant things than unpleasant. But at the present time, in all should fully realize involves the fate particular, we are facing a crisis that we of our Country and our freedom, and the whole future welfare and happiness of ourselves and those dependent on us. In fact, our very lives are to a large degree at stake.

It therefore seems that each one of us should pause and look the truth seriously and squarely in the face to see if we are doing our full share of the great duty that is now before us—the saving of our Country and ourselves and our families. Probably most of us are, but there seem to be indications that some of us are not, and it is to the latter class that this article is, in particular, addressed. This is no time to shirk our duty nor to refuse to face the facts, and it is expected that all will take this article in the friendly spirit in which it is written.

It is believed that those that are not doing their full duty are guilty of thoughtlessness only—that they have not yet fully realized that we are in a war that is going to be very difficult to win, and that they have not thought of the consequences should we lose. And we can not win unless virtually all of us get together and put forth our very best efforts.

The fate of a conquered and subject nation is not pleasant to contemplate, especially with a foe as ruthless as the one we are pitted against in his efforts for world domination. He and his kind would be the masters and we

would be virtually slaves, and would be allowed only such rights and privileges as he might see fit to give us; and those would not be much, judging from what he has already done with peoples he has conquered, both in the present war and in the past.

It has unfortunately become rather a common impression in Portsmouth that a man taking a job on the Navy Yard does not have to do a real day's work. Remarks to that effect have been heard many times. It has even been stated that men have openly boasted that they don't do a full day's work on the Yard. Mechanics coming here from private plants have expressed surprise at the small amount of work done by some of the men here, and attempts have been made to discourage them from turning out a fair day's output. Also, a case was recently reported of four men taking a full day to get a jack down through two decks on one of the vessels at the Yard. Cases such as this are undoubtedly in a decided minority. The great majority of the men of the Yard are believed to be at least equal, and probably superior, to any other similar body of men in the Country. We have been accustomed to take pride in ourselves and in our patriotism and in our spirit to let no one else outdo us. But just as a single drop of ink will cloud a whole glass of water, so the actions of a few can harm the reputation of the many and in any large body of men there are bound to be some slackers. Some shops, to a man—notably the Smith Shop—have gone at their work

in a fine spirit of patriotism, and have shown what they are made of and have materially increased production. Some other shops have not done so well, and, individually, there are some men that are not doing their fair parts. In such cases foremen, quartermen, and leadingmen, are equally responsible. Our policy in this grave crisis must be that there is no place on the Yard for a slacker or any man not willing to do his fair share towards winning the War. Every possible effort has been made to give every man a square deal. If there has been error it has been on the side of too much leniency. The Management therefore feels that it has the right to expect a square deal in return.

The following is taken from the editorial of the Boston Sunday American of March 3rd, 1918:

"Great wealth must do its share—paying heavy taxation.

Labor must do its share, in willing, earnest co-operation

The man with a thousand millions who is not willing to give half of his income to the Government that protects him ought to realize that Prussia would not take half, but ALL.

The workman not willing to give eight hours of real conscientious work to his country would be enlightened if he could see the conquered peasants in Northern Italy—working sixteen hours a day under the lash, wielded by Prussians—the workers including Italian boys and girls twelve years of age.

Capital must be prepared to give its part, and a big part, and labor must prepare to do its part."

We, here on the Yard, are not concerned with great wealth, but have only our labor and our brains to give. These we should give freely and fully and no man has the right to shirk his share and put an extra burden on his fellows. Many of our countrymen are at the front and millions will be there before long. Those men are risking and giving their lives and undergoing hardships to the limit of human endurance, while we, who stay at home, are living in comparative comfort and security. It is distinctly up to us to do our very best for them. Our work is for

them, and every job that is not pushed as rapidly as possible means delay at the front, and delay there means more hardships and more of our countrymen killed, and more danger to ourselves in the end. Furthermore, our present comfort and security will be gone if this War is not won on the other side. If it is lost there, it will surely come to this Country sooner or later, and then we and our families will suffer all its horrors.

This War was forced upon us for self protection and for the preservation of freedom in the world. Is any man willing to give that up? Then let us get together and each do his share—a real man's share.

There are probably several causes of insufficient output, which may be classed as follows:

FIRST. Insufficient or inadequate equipment, or obsolete or inefficient methods.

Efforts are all along being made to correct these faults and much has already been done. In some cases such efforts have been welcomed and in others they have been resented through petty jealousies or other causes. The Management desires the fullest co-operation of the mechanics and men of the Yard along this line. Suggestions to promote efficiency are invited and are welcome at all times, as is also constructive criticism. A plan is now being formulated whereby this procedure will be put on a working basis. We must get together better than we have. There is always room for improvement everywhere and in every thing, and we must all forget any petty jealousies or antagonisms that have existed. We are all working towards the same end.

SECOND. Loafing and excessive loss of time.

This has already been partly discussed. While confined to a small minority there have nevertheless been glaring instances which have undoubtedly hampered the work to a considerable extent. This is not fair play and the Management asks the co-operation of all men to eliminate it. It might also be added that a man that loaf is really hurting himself. He can never rise above his present position. The man that rises in the world is the one that plays fair and who is willing to give a fair days work, and more if need be; the man that can be depended upon.

THIRD. Enemy influences.

We may take it for granted that these are at work, in fact we are sure of it. Everyone should be on the lookout for them. Enemy influence must necessarily be brought to bear by insidious and underhand methods. We may through disguised enemy agitation be unwittingly aiding our foes. All slackers and all who unnecessarily prolong a job are manifestly under suspicion of working, knowingly or not, for the enemy. It seems inconceivable that a real American with the patriotism that he ought to have would not be willing to do his fair part in this War of self preservation.

The general purpose of this article is not to find fault, but so that we may all awake to the great task that is before us and so that outsiders may have not the slightest reason to say that the Portsmouth Navy Yard is not doing its full share in the War. The Yard as a whole has done remarkably well in many ways and under adverse conditions, and we take pride in what we are doing. We know we are not perfect. No one is, but we want to at least aim at perfection and kill this partly justified criticism that is becoming more and more prevalent.

No man that has a clear conscience and is doing his full part need take offense at any of these statements. They are not intended for him, and we know that he constitutes one of a vast majority. This article is addressed to the small minority of slackers (intentional or otherwise), and it is hoped that they will awake and realize what they are doing. We want to give them a square deal if they too will play fair. Otherwise we don't want them on the Yard. We would rather see them working **openly** for the enemy. With most of them it has probably been a case of thoughtlessness only. But the fact that they do exist is beyond dispute and the time for plain straightforward talk is here. Are we going to survive or are we going to be conquered and lose all that is of value and dear to us? It is up to us and no one else. The work of every man counts.

We are going to win, but we are going to do so only by getting together and by each doing his full share of the big task, and our share counts just as much as if we were at the front or on the firing line. The men fight-

ing there need our work and need it badly. Let us do all in our power for them.

L. S. ADAMS,
Naval Constructor, U. S. Navy,
Industrial Manager.

THE TRADE SCHOOL

THE demand for trained mechanics has increased very suddenly in this country, and the Yard has felt this lack of mechanics as well as other Yards and shipbuilding concerns. It has become necessary to take men who already have some experience in a trade or who have ambition to improve themselves, and, by proper training, equip them so that they will become skilled in some particular trade with greater rapidity than would be possible if they follow the natural course in a shop.

A school has been developed in this Yard and is in session daily in Building No. 42. Unskilled men are being trained to become skilled mechanics. It will even be possible for men who have already worked in one trade to take up and learn another trade, and, by this means, a more flexible organization, a better grade of work and more rapid progress in construction will be maintained. The school has been placed in charge of Assistant Naval Constructor H. F. McCarthy, U. S. N., as Director, who is being assisted by Mr. E. Pinson, formerly of the Bath Iron Works, where he has been foreman of outside work for five years. The instructors are A. Keen, A. Stevens, T. Brown, M. Emery, A. Yowell, W. Hayes and A. Gagnon.

At present there are enrolled about 110 men, and instruction is being given in shipfitting, riveting, chipping and caulking, drilling and reaming, and in work of outside machinists.

Men best qualified to profit by work in this school should be between the ages of nineteen and thirty-five, and only applications from American citizens will be received.

The school will operate daily from 7:30 a. m. to 4:30 p. m., with an hour at noon for lunch. The general rate of pay during instructions will be \$2.96 per day, and each man who enters the school will be started in the elementary stages of the trade to which he is assigned and will be advanced step by step until he becomes efficient enough to be sent to the ships or into the shop to do small jobs. He will still be under the instructor and will continue at this work and under instruction until he is com-

petent to receive a third-class rating, at which time he will be placed in the shop for which his instructions have fitted him.

The night school, which is now being held on Tuesdays and Fridays in the Mold Loft will still be continued, but its sessions will be transferred to Building No. 12. The classes in the night school will be in more advanced courses than the day classes and the men attending these classes will receive no pay. The purpose of the night school is to advance a man who has sufficient interest in himself to take the course and broaden his experience by contact with his instructors and by the development of information given in the class, which, in the ordinary course of events, would seldom come to him in the day's work.

In both of these classes the time which a man takes to qualify is strictly up to him. Competent instructors have been secured, and every facility has been placed at the disposal of the school. Those who have enrolled will be given every advantage to acquire a knowledge of a trade. There is no reason why any man with ordinary intelligence should not secure a third-class mechanic's rating in twelve weeks. The school is here for a serious purpose and to fit men to aid in doing their bit in a serious piece of business—the winning of this war. No man will be tolerated in the school for any length of time who shows no aptitude for a trade or who considers it an opportunity to get in a day's time without work. Such men will be dropped without hesitation.

Students in the school must not believe that on the completion of this course they are full-fledged mechanics, because a man cannot become a thorough mechanic within a short time. He will be able to obtain the fundamentals of the trade and a ground work on which to build, but he must constantly bear in mind that a mechanic is only developed through long experience, and he must constantly keep his mind open to receive suggestion, advice and help, and must take advantage of them when received; and, when graduated from the school, each man must remember that he has a good beginning in his trade and that his advancement will depend entirely upon his own application and effort.

In any such undertaking there will doubtless be opportunities where suggestions from the men in the shops, foremen and others concerned in the welfare of the Yard, can be made to advantage. There may be things about the operation of the school that you, as an outsider, think should be

changed—that is true of every undertaking so you should make your criticisms helpful. There is no place for the destructive criticism of those who feel that they could operate the school better than those to whom the task has been assigned. It is up to the men in the Yard to give every assistance to those who have enrolled and to use reasonable forbearance and judgment so that the men who are endeavoring to better themselves may have a fair opportunity, because there is work enough for everybody to do.

THIRD LIBERTY LOAN.

A very satisfactory start was made on the Third Liberty Loan Campaign, which opened April 6. A big meeting was held in front of the bandstand, which was attended by practically every man in the Yard. The Boat Shop marched up with the band, and all the shops on the north end of the Yard fell in behind, making a good parade from that section of the Yard. The Electrical Shop was headed by some two hundred Female Operators and they were received with cheers. The other shops from the east end of the Yard marched up in bodies, and, while they did not have the band to head their parade, they had the determination to win.

The exercises opened with the singing of "The Star Spangled Banner" and this was followed by an address by Mr. Dinsley of Boston. Immediately after the address, the sale began, and inside of ten minutes, \$129,000 worth of bonds had been sold, thus reaching nearly one-half of the official allotment which the Yard has set to raise.

With 50 per cent more men than we had in the last campaign, it is fully expected that the total sales will approach \$400,000, and if they do not, it will not be because the Shop Committees and Shop Captains are not working to that end.

There will be the usual competition between the shops with the award of the Liberty Loan cup to the shop selling the greatest amount of bonds in proportion to its pay roll. In addition to this competition, there will be another between the wood-working and metal working trades of the Yard, and it is proposed to fly a banner near the Main Gate with the name of the winner in this competition. To further the interest in the campaign, a banner will also be flown by the shop selling the greatest amount of bonds each week in proportion to its pay roll.

As was stated at the meeting, the Portsmouth Yard must do better than was done on the last sale,

for this Yard must maintain its reputation of making better records with each effort.

While there is a committee in each shop to handle the bond business, let every man feel that he is a member of a committee to further the sale, for every dollar subscribed means a blow at German autocracy.

THE HOUSING SITUATION.

IN order that the men of the Yard may be more fully informed regarding the housing situation, the following brief summary is given with the idea that it may straighten out some, at least, of the misunderstandings that have arisen because of the apparent lack of result in any evident form.

Over a year ago, when it became evident that the Yard must greatly increase its output and that a large number of additional employees would be required, the Industrial Manager took the matter up with the Navy Department and requested that some action be taken towards furnishing additional housing facilities for Yard employees. While the matter was given consideration at that time by the Department, there was no money available under existing appropriations for use in building or commandeering houses or hotels.

In the latter part of 1917, when it was found that the housing situation was becoming a serious handicap in all shipbuilding cities, the National Council of Defense took up this matter and gave it their earnest attention, with the result that a bill was introduced in Congress appropriating some fifty million dollars for providing housing facilities for ship yard and munition workers. During the latter part of 1917 the National Council of Defense sent a representative to this Yard to investigate the conditions existing here. His report was forwarded, but no action was taken at that time. A few weeks later a second representative reported here and made a further investigation, going into the matter very carefully, and his report was forwarded to the Council and to the Navy Department.

The original idea was to solve the situation by transporting men to and from outlying districts, rather than to build new houses in the vicinity of the Yard. The Industrial Manager was opposed to this idea, being fully convinced that it would not solve the difficulty, and the Manager has constantly urged the construction of a large number of homes in the immediate vicinity of the Yard.

In the meantime every effort has been made to locate all available rooms and houses in Port-

smouth, Kittery, York and Dover, so that at least some of the men could be accommodated, and the Safety Engineer has a list of accommodations on file. Options were also taken on certain hotels and on certain property, with the idea that the hotels could later be opened as lodging houses and that houses could be erected on the land when money became available.

The bill appropriating the money referred to above has not yet become a law and therefore, while plans have been fully considered and tentatively accepted, no definite action can be taken until this money is available for this work. The fact that two new shipbuilding concerns have located in Portsmouth has made the housing needs much more urgent and it is considered that some definite action may be expected in the very near future toward relieving the situation.

It is recognized that in some cases rents for houses and rooms have been raised to exorbitant prices and that many hardships have been placed on tenants on this account. It would seem that such a procedure is contrary to the interests not only of the landlords themselves, but to the commercial welfare of the towns, and it is hoped that some definite action will be taken in the near future to remedy this evil.

It is incumbent on every man who has the facilities, to take into his household some of the war workers, and to inform the authorities of the Yard where accommodations may be secured. As stated above, this information is kept in the office of the Safety Engineer, who will gladly assist men in every way possible to secure living quarters. Only by the assistance of all persons who are in any way acquainted with the facts will it be possible to accommodate the large number of men who are needed not only for the Navy Yard but for the other plants in Portsmouth.

THE SAFETY ENGINEER.

About a year ago the United States Employees' Compensation Commission began its activities, taking over several independent departments and the handling of all claims for compensation resulting from accidents incurred by the Civil employees of the Government while in the actual performance of their duties. This includes not only the employees of navy yards and arsenals but the Government printing plants and print shops, and the various departments of the post office, forestry and fisheries de-

partments, the custom houses and similar institutions—a very considerable number of employees.

The Navy Yards and Arsenal formed the two largest groups of employees and were concerned almost entirely with manufacturing. They presented many of the hazards common to industrial plants in ordinary commercial life, but, unlike them, had been developed in a less highly organized fashion and without the stress of economy enforced by keen competition. For this reason the rather modern idea that many accidents can be reduced in number, or prevented entirely, had not been taken fully in to account.

With the entrance of the United States into the war it was early apparent that the number of persons in the employ of the Government would very materially increase and that there would be, in the absence of any effort to counteract it, a most decided increase in the frequency and severity of the accidents. This would be due not alone to the absence of an effort to prevent but to the employment of unskilled persons, to an increased speed of production and to lack of familiarity with much of the work done in such establishments.

The Commission did not long hesitate in accepting the offer of the National Safety Council and the American Museum of Safety to organize and conduct a complete survey of the Government plants with the idea of improving these safety conditions. The services of various well known safety experts were given and the result of the conditions they found was the concrete suggestion, through the Chairman of the Compensation Commission, to the War and Navy Department, that there be appointed a Safety Engineer to devote his entire time to the work of carrying on the Safety work in each yard. Accordingly, fourteen trained men were picked from various parts of the country to fill these positions and the appointments were ratified by the Department, their duties beginning simultaneously at all posts in the middle of September 1917.

Since that time several conferences of these men have been held at various Navy Yards under the guidance of Mr. Arthur H. Young, Director of the American Museum of Safety, who has been acting, temporarily, as the Chief Safety Expert of the U. S. Employees' Compensation Commission. They have formulated a set of safety standards covering every feature of construction of building and equipment, of machine guarding, of health equipment, of clothing, and of apparel and body protecting devices. These sets of standards are now being printed, after adoption by the Navy Department. From now on

they are to govern all safety work in the Navy Yards.

Mr. Chester C. Rausch was assigned to Portsmouth and during the past six months has been building up the foundation of what will eventually be the safety organization of the Yard. In addition to these duties there have been detailed others which ordinarily come under the general head of welfare, but which, were assigned to him as a part of his regular work. When an entire stranger steps into a Yard and organizes a new field of work it requires time and patience in order that its purpose may be fully understood and that its functions may be fitted in with the regular operation of things without friction and to the end that they may accomplish definite good. Co-operation which was given by the heads of departments, the foreman, and the men themselves, has been of an exceptionally sincere and helpful sort so that much more has been accomplished than perhaps might have been looked for in the beginning.

Mr. Rausch has been recently assigned to duty in the Bureau of the Yards and Docks at Washington where he will have charge of the safety work in all the Navy Yards. He will have an opportunity to incorporate in all equipment, plans of structures and other Navy Yard work, the most recent safety practices and devices and to act as a clearing house for the various safety engineers and their activities. The Navy Department expects to make its shops as fine examples of what Safety can accomplish as any in the country.

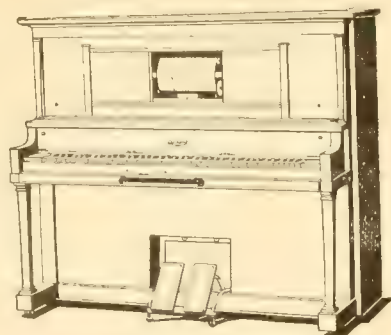
Mr. Rausch's successor is Mr. John R. Hugelman, who comes from the Travelers Insurance Company where he has been for five years recently acting as a special assistant to Dr. A. D. Risteen, the Director of Technical Research and Safety Publications for this company. Mr. Hugelman began his duties on March 29th. If the same hearty co-operation be given him that was given to Mr. Rausch when he first took over this work, Portsmouth should add to its already good record by becoming the best equipped yard as relates to Safety work.

The office of the Safety Engineer is the logical place for men to come regarding their claims when they have been injured, to ask about rooms, rents and all housing problems, to seek information about and to report unsafe conditions, to offer suggestions concerning the lunch room and to leave contribution for the Life Buoy. There is never a time when it will be impossible to find a ready ear and a helpful suggestion.

Don't Buy This Piano



Or any other unless
you first make sure
of the **ABSOLUTE**
INTEGRITY of the
Dealer.



In 1865—This store was established. Can you ask
for any stronger guarantee of Integrity than over 50
years of continuous service to the people of Portsmouth.
We have always sold **Reliable Pianos**.
We always intend to. Your confidence will not be
misplaced. *Easy Terms.—Old pianos taken in exchange.*

MONTGOMERY'S

MUSIC AND ART STORE

Opp. P. O. Portsmouth

SHAW'S CASH MARKET

Do you want to help win the war?
Then practice economy with Mr. Shaw.
Go to his market for fish and meat,
Eggs and vegetables fresh and sweet.

His prices are lowest,—cash you must pay
And carry your bundles home each day
Excepting orders of four dollars or more
Which will be carried straight to your door.

SHAW'S CASH MARKET

18 PLEASANT ST.

PORTSMOUTH, N. H.

Formerly CLARK'S BRANCH

"I SAW IT IN THE LIFE BUOY."

YARD LOSES A MASTER SHIPSMITH.

On April 3rd, 1917, Mr. Lancel Ashworth officially severed his connection with the Portsmouth Navy Yard, as Master Shipsmith. He leaves behind a host of friends in this vicinity, particularly among the men of his own shop, who have learned to appreciate him as a man and as a mechanic of sterling qualities.

Mr. Ashworth served his time and received his early training in the shipyards of Delaware Bay at a time when hull-rigged ships were still being built. Having learned the fundamentals of the old way, new, surprising by practical application and close observation, Mr. Ashworth was thoroughly familiar with his work.

Before, being for a time Superintendent of a Forge Shop in Cleveland, Mr. Ashworth also was employed for a time as a contractor for shipsmith work for ships built in Buffalo and Chicago. Not was he named to government work when he came to this Yard, for he had previously worked in the Boston Navy Yard. As a result of his knowledge of ship work he was able to route his material over the shop to such a degree that maximum output was constantly maintained.

In dealing with his men he relied considerably upon the sentiment of the whole to govern the part, always, however, appealing to the patriotism and sense of duty among them. Mr. Ashworth was to do as him believe in the "get together" spirit and in order that it might be furthered, when by the men might know each other better outside of working hours, he started the organization of what has since become the Valiant Club, an organization of the men in the Shop, that has previously been mentioned in this magazine. Consequently his men knew him not only as a capable mechanic, but also as a real man, keenly interested in their welfare, and truly appreciative of their co-operation.

Being a natural leader, Mr. Ashworth's activities were many and varied. He was very active in the Portsmouth Yacht Club, being three times commodore and had the true sailor contempt for the "rocking chair fleet." He was keenly interested in civic affairs. In fact any worthy cause was sure of his immediate untiring support.

BOAT SHOP

A note says that "prize" has come. Our Editor has taken the "jacks" out from under his auto and

pumped his tires. A few of us have good reason to expect a trip to the coast a little later. Say Wells Beach or Old Orchard.

The boys at the Boat Shop who have been buying a quart of milk for their lunch will be pleased to learn that Stillman Bowden has gone into the milk business.

How about that, Howe? Did you get locked in the other night?

Why is Tucker like an old race horse? Because he "warm up" on the last end of the heat.

Boys at the Boat Shop put your shoulders to the plow and look ahead. Buckle right down and do your share in this third Liberty Loan drive and don't forget your standing.

York says that it was Plans to see but it didn't see Mr. Saw.

Uncle Ed predicts a very dry summer; he may be right after all.

Far over the ocean with hearts tried and true
Our loved ones are fighting for the Red White
and Blue
And those left behind of whom they are fond
Will keep up their courage by buying a bond.

These bonds may be useful for those who come home
Some may have one and some may have none
So purchase all the bonds your money can buy
It will cheer up the loved ones you may greet bye
and-bye.

The Boat Shop Poet

SPAR SHOP NOTES.

The boys are buying the third Liberty Bonds now and the Shop Captain wishes them to try and swamp him with their dollar.

Mr. Barrett wears white collars nowadays, we wonder why?

It is rumored that Gove is bashful, no wonder we are going to have our ups and downs working very soon (the elevator).

They say Barney is great on digging clams.

WE HAVE JUST RECEIVED OUR
FLORENCE & NEW PERFECTION OIL COOK STOVES

We have them in 1, 2, 3, 4 and 5 Burners
PLUMBING, HEATING, TIN SHEET IRON AND COPPER WORKS

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Portsmouth, N. H.

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A. C. CRAIG, Manager

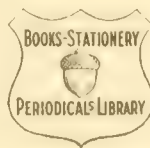
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Druggists

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Shoes for Spring**

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Opposite Post Office

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ROCKINGHAM COUNTY LIGHT AND POWER CO.
29 Pleasant Street
Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY."

Johnnie Varrell isn't going to cut any more wood for a couple of years. He has a good supply.

We are all glad to know that Mr. Cooney has gained three pounds since he came back from the convention.

Scottie is making a kick because he didn't come from the same country. Tom Fisher did.

Mates and Walker certainly know where to find good ice cream. The Eliot dance.

Bryant has improved since he got over the top with the German measles, but, he prefers French measles the next time.

SEEN THROUGH THE PERISCOPE.

Leon Scherier our efficient weight draftman has purchased a 1918 Cadillac. Lee intends to give the girls a ride as soon as Charles Guggisberg gets through instructing him how to run the car.

Messrs. Scriven and Philbrick were defeated in a bowling match at the Arcade Alleys the other evening. Messrs. Lord and Potter were the ones who turned the trick and the boys claim their defeat was due to the fact that the previous evening they were forced to walk home from Rosemary Junction. Jesse says the next time they go to Eliot they are going to borrow Kent's flivver, its a little better than walking.

Rosen's Pets, the champions of the Submarine Office are willing to meet either the Boat Shop or Brown's Cows any time or place. Mgr. Rosen says his team must be considered as a contender for the yard championship.

Charles Conlon the Beau Brummel of the Submarine Drafting Room spent a week in Boston recently. Charles says the girls were all glad to see him. Charley is such a good sport when with the girls, we don't wonder why they were glad to see him.

"Little Nemo" the Drafting Room poet is busily engaged on his new poem "Concentration." The boys say when it comes to writing poems, Nemo is some poet.

Congratulations Louie.

Things are getting better every day at the Sub. Drafting Room the latest good news is that Colliton is coming down in the price of his candy. Competition is a wonderful thing.

WE WONDER:

Why Hayward and Kent have that dreamy long-ing look. Better gaze at a few of the others before you take the final plunge boys.

Why Guggisberg has so much respect for the Portsmouth Police of late.

Where Pinkham gets those shirts.

Why the Minneapolis Thunderbolt wears such tight fitting trousers.

Why Emmons and Pinky are so fond of riding in the early hours of the morning.

Why Coffin doesn't open up a hock shop.

Two minds with but a single thought, (Preble and Kent) "Who is she?"

Mr. Proehl our Bond and Stamp salesman has started his third Liberty Loan campaign, we hope he will have the same success as he did with the previous loans.

Candidates have reported for the baseball team. It will be remembered that the Submarine Draftsmen had a great team last year, going through the season without a defeat. They are anxious to arrange a game with the Pattern Shop team. The battery for the Sub. team is Grant and Hales.

One of the recent arrivals at the Submarine Drafting Room is Marvin S. Stephenson of Green Bay, Wisconsin.

PATTERN SHOP.

THEY SAY:-

That Fred Pray is now eligible to enter into Chas. Pine's new secret order.

That Jim Nelson has two left hands, which were the cause of his being exempt from the Mandolin Club. We hope they don't interfere with his feeding.

That the 'Little Mandolin Club' has lost two of its members, and the rest are gradually weakening.

That the industrial employees should turn out a good team for the sunset games this year.

That Dick Hart Jr. is somewhat of an amateur wireless operator, and while flashing some messages the other evening he was intruded upon by a local secret service man.

That Alex Parks has a new style submarine on (or in) the river.

Buy a Liberty Bond THE "BUSY CORNER" STORE

WE CAN HELP YOU SAVE ENOUGH
TO BUY ONE

Our line of Home Furnishings
is complete in every detail and
our prices are one half those
you pay elsewhere.

E. O. STEPHENSON, Successor
TO KEMP FURNITURE CO.

V. A. WOOD, MGR.

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YOU OUGHT TO KNOW
DENNETT and McCARTHY'S
IS THE BEST PLACE TO BUY
OVERALLS, SHIRTS, HOSIERY

USE GAS FOR
LIGHTING, HEATING AND COOKING
PORTSMOUTH GAS CO.
ALWAYS AT YOUR SERVICE

BUT NEVER TOO BUSY
TO FILL YOUR PRESCRIPTIONS
AND FILL THEM RIGHT

OUT OF TOWN PATRONS ARE
WELCOME TO WAIT FOR THE
CAR AT OUR HOUSE

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NEW HAMPSHIRE

FORD SERVICE

Fulis Bros. Men's and Boy's Shoes

: Fine Shoe Repairing : 157 CONGRESS ST. TEL. CONN.

"I SAW IT IN THE LIFE BUOY."

That the appeal of the article may have properly answered, and that they are to have five of the female sex installed in the room.

That the boys, all his, have a very good chance the Unless Fish.

Who will write a really good story?

The above advertisement appeared in one of the western papers and interested one of our best promising bachelors. In fact, he should judge from the well worn offering in his pocket that the lucky one is already on his way out.

Mr. Welch from our instructor and instructor D. A. Twitchell, who is an authority on dancing, has a dispute as to how many steps it was possible to get into a waltz as compared to a fox trot. They both proceeded to the lavatory where Twitchell, by demonstrating as best he could without the aid of his private instructor, showed the way was until Mr. Welch and the other instructor, shown by Twitchell, was fully convinced that Twitchell was right.

SHIPFITTER'S NOTES.

Riley says that he has heard of human beings having nightmares, but when a "Steamer" gets nervous at the "Black Automobile" and sees on a rampart in the middle of the night while in a garage and smashes his radiator hood and springs and then goes to sleep, it is some nightmare.

The men seem to be satisfied with the transportation facilities, and apparently have no more to say to the Yard officials in obtaining them.

Bob Timothy has lost one of the best suggested games of "bolter tips" in the laundry, and he said that the bolt factory will have a very availing to keep up with them.

Henson was very grateful for the large trust of pork presented to him last Christmas by "Skinner Bedell in the dead game" and he knows the next one will be a ditch.

Sammy Gardner so they say.

Never worked but could have a lot of time. But now in the "K" is a lot of time, and they are not so to keep the work going, but they are not so.

(From Samson)

Barsantee and Bedell will have to stay on their own way, as Henson has locked up the gas house.

It is rumored that Cheney refuses to buy any more "Liberty Bonds" during this drive.

FOUNDRY ITEMS.

Thanks for last months compliments.

Charley Huckleby says that he doesn't walk home over the bridge every night simply to save a nickel, but to help to reduce the awful past which he carries in front of him.

Nursemaid, Mae, you are not the only Xmas tree for Gallagher and Boyd. Last week they found another one in the shop all loaded with presents.

The other day it was noticed that Frank Emery had not forgotten his childhood days, for he was seen to be holding his new rubber ball with a string attached to it.

We wonder which one will die first, Tucker or his nag "Old Soup Bone."

On you Dan with the light cap.

Don't forget to lose the third liberty loan.

It was all good as a circus to see Billy running on the train Monday morning, for he was puffing like a steam engine when he climbed aboard the platform. Can you imagine Billy running? Ask Ed Hayes about it.

Dick thinks he will pick up a pretty soft five spot when he plays Bill soon for the pool championship.

The boys got his new hat from Jerry, alright, but Ed Henson is still wondering where he comes in for his share of the hat.

Some of the boys know that Red copped a sneak on the job, but he has all his time from now till May. However, they are praying that he leaves for them to have, when they get over to town.

One of the boys looked very nice on the street today in his brand new suit. Why not, he loafed all Saturday afternoon so he might have time enough to purchase it.

Henry Peyser & Son

16 TO 20 MARKET ST.

For more than forty years Portsmouth's leading Store for Men's and Boys' apparel

DO you not need a Hoosier Kitchen Cabinet, a Blue Flame stove or one of the many other necessities which we can furnish? Come in, our stock will merit your consideration.

MARGESON BROTHERS

THE QUALITY STORE

VAUGHAN ST.

Tel. 570

PORTSMOUTH, N. H.

FRED B. COLEMAN

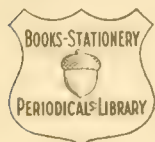
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Accident---Unexpected Event
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The Acorn

Supplies, Stationery, Engraved
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18 Market Sq.,

Portsmouth

SUGRUE

Overalls, Tobacco, Pastry

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ADLER'S COLLEGIAN CLOTHES

The Universal Standard of Good Dress

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PORTSMOUTH, N. H.

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Real Estate For Sale and to Rent

If you want to Buy, Sell or Rent Real Estate at York Beach, see me

"I SAW IT IN THE LIFE BUOY."

OUTSIDE MACHINE SHOP.

If the young lady who offered a kiss to the man taking the largest amount of Liberty Bonds still holds to her offer, it will take (Weeks) to get it.

After Barney gets the gates to the elevators repaired will the elevators be safe y (raisers) razors?

If it takes Weeks to get the largest amount of Liberty Bonds will Lonny take to the Wildes.

Funny thing about Liberty Bonds, when you buy, you lend, to yourself, and get interest.

STRUCTURAL SHOP.

Why does Ralph go to Newburyport so often; the boys want to know if he is going to buy her a Bond. By the way Ralph when are the cigars to be given out?

Willis K. sold a pair of white rats to Fred M. of the Supply Dept. last week and he states that he lost money on them.

If you want to see C. G. G. smile just tell him that there is a load of wood at the Prison to be inspected.

Oh. Boy!—Have you seen little Cub Cole, he certainly is a dear.

For sale, one green coat, inquire Quarterman Ham.

ELECTRICAL SHOP.

The girls of the Shop wish Elizabeth Morrissey, one of the original 13, success in her new position as leading-lady in the Joiner Shop.

Gertie our champion pugilist and wrestler has met her Mate(s).

Why the reception committee of blue-jackets on the stairs every noon?

We are told that the next get together supper will be served with squibbs mixture on the side.

We have lost our "Sunday-School."

Wanted: A dressmaker. Apply to Pettigrew.

Harry Fisher must have a rabbit's paw. He has no competitors.

Well Anna you'll be Rich some day.

Ankle length aprons are the style just now.

To the "Single Guys" of the Pattern Shop, we say "Cheer Up! Your day is coming."

Jimmie Spencer has returned from his vacation. Ask him why he does not grow.

"Cedric" is looking over house plans. Good luck Hack!

They are building a cage for "Joeko" the Master Painter.

Hennessey has lost weight since he has had to sit up nights waiting for his room-mate. Spell is getting next to city life fast.

Our Boss Plater is all to the berries. Ask Charlie to tell you the story of the 18 quarts of dog-berries he picked, thinking they were blue-berries.

We are fortunate in having such a splendid janitor as Louie. He does not have to take his hat off to any of them. The fact is he is a Prince and wears a crown.

The shop is undergoing a spring cleaning. Let us make it permanent and not confine it to this season of the year. Cleanliness leads to efficiency and increased production.

Delancey has the menu to prove that he dined with Burke at the Rockingham.

MACHINE SHOP NOTES.

We hear that some of the boys will be home to the evening meal earlier after the 1st of May.

Mr. Sloane, our highly respected engineer officer, is having trouble with his pedometer. It stuck with

Page and Shaw Candies | ITS NO USE

Sole Local Agency

Adams Drug Store

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Portsmouth : : N. H. 15 PLEASANT ST. PORTSMOUTH, N. H.

WOOD, The Tailor

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Go to W. D. KENDALL

KITTERY, MAINE

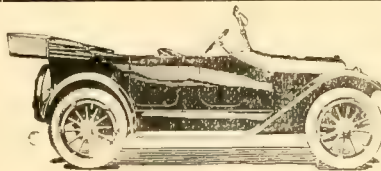
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BEST GOODS AT LOWEST POSSIBLE PRICES



Chevrolet Automobiles, The most Satisfactory Built
Economical, Powerful, Durable

CHAS. E. WOODS

51-60 BOW STREET

PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY."

a hot box on the 387th mile, on the fourth days' run. Would it do to install forced lubrication or use a little graphite.

Our quartet made a decided hit with the girls at the recent meeting of the Machinists' Union, when the ladies auxilliary was formed. After the meeting one of the singers as is his usual custom, was seen with a lady on each side in a prominent ice cream establishment.

One of our young mechanics has recently taken up modeling in clay. He has just finished a bust of one of our most distinguished shopmates, a philanthropist resident of Christian Shore. All who have viewed the work pronounced it an excellent likeness. "He certainly can sculpt."

Fred says it takes just 1684 steps from his house to the boat and he does it in 16 minutes flat; some morning he will have to walk around an obstruction and will miss his boat.

Has anybody seen that man from Glasglow?

The volunteer fire fighting brigade had a practice drill a short time ago and showed exceptional proficiency.

STENOGRAPHER'S NOTES.

"Princess" is standing it pretty well.

We certainly like to have Dorothy come in and remind us of our mistakes.

Stella thinks "Robbie" is a fine nurse.

"And it was in Eddie's pocket all the time."

DRAFTING ROOM, BLDG. 81.

Say Charlie did you know Albert has got two high power rifles? He was examined recently and pronounced as sound as a nut.

Loosen up Perk and send the girls some more candy. There is a mark down sale on candy every Saturday at Dedes.

Little Nemo is supplying the girls with candy.

Have you seen the latest in kimonos? If not take a squint at Voss.

Say Bigelow what is your red lead number?

Falk has moved his family to the Lanier Camp at Eliot.

It will be a sad blow to some of the boys after May 1st.

White says "Sugar is awful scarce."

Cap Chase is enjoying a much needed rest.

Charlie and Nemo were the heroes of the recent two alarm fire in Kittery.

Some of the force have ordered helmets, for use against occasional shrapnel raids.

Expert advice given on carburetors, by A. E. Condon (?)

For general information see C. E. Prince. (He knows everything).

We all wonder what Procter is going to do with his electric sewing machine. (It looks as though we would have to dig down into our jeans soon).

Marshall is running a wet wash. Handkerchiefs a specialty.

We would advise Mr. Jennison to get the 7.40 boat in the future, thereby saving time as well as money.

PERSONALS.

Mr. Frank L. Waaser, formerly foreman of the Machine Shop has left the employ of the Government and is now with the Atlantic Corporation as Master Machinist.

Mr. Albert Spinney has been placed in charge of the Machine Shop, Building 80, and things are humming.

Mr. Marshall has been transferred from the Machine Shop and placed in charge of the Brass Shop.

Pethic's crew have finally taken quarters in Building 89 after several ineffectual attempts to find a home. He looks now like a man who has found what he was looking for and the work will tell.

HOW ABOUT THAT SPRING SUIT?

The new men's clothes are here and we invite you to look them over—no obligation to buy. "Mastercraft" Clothes are real clothes for real men. Short or tall, lean or fat we've a suit for you. Finely tailored—priced right.

**WALK-OVER, RALSTON, DOROTHY DODD
SHOES**

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5 Congress Street

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Groceries, Meats and Provisions

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145 PENHALLOW ST. PORTSMOUTH, N. H.

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Up One Flight Opp. Colonial Theatre

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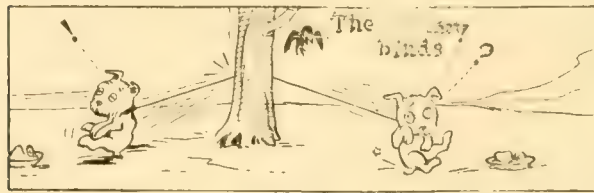
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**PORTSMOUTH
NEW HAMPSHIRE**

"I SAW IT IN THE LIFE BUOY."

CO-OPERATION



-Natwick-

PRACTICE ECONOMY

Don't help to pay bookeeping and delivery charges but buy for cash and reap the benefit of lower prices made possible by cash trading.

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Tel. 194

THRIFT assures prosperity---

extravagance invites disaster.

Start saving now---we wel-

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and Traders Bank*

1 Congress St. : Portsmouth

PARAS BROTHERS

FRUIT AND CONFECTIONERY, ICE CREAM AND SODA, WHOLESALE AND RETAIL

TELEPHONE 29 W

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43 CONGRESS STREET

Good Service Is Our Motto

C. A. LOWD

We do Good Galvanizing

SERVICE STATION

Pleasant St.

GARAGE

Wentworth St.

"I SAW IT IN THE LIFE BUOY."



MAY
1918

NAVY YARD,
PORTSMOUTH, N.H.



HASSETT'S MUSIC & ART SHOPPE

Portsmouth's Musical
Center

The only complete Victrola store in town

We supply everything known in
music and musical instruments

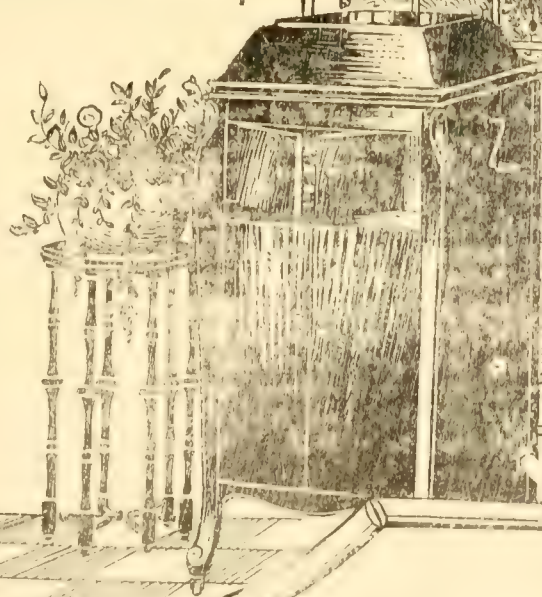
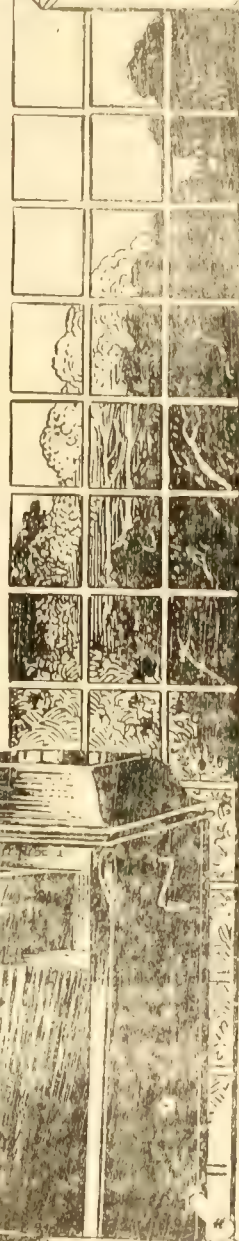
CHICKERING and HARDMAN PIANOS

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115 CONGRESS ST.
PORTSMOUTH
New Hampshire



FOR the convenience of our customers this bank will be open SATURDAY EVENINGS from 6 to 9 P. M., to receive payments on Liberty Bonds and deposits

Have you a safe place for your Liberty Bonds? We offer the security of our Vaults without charge. We invite you to use our banking service

COMMERCIAL AND SAVINGS
DEPARTMENTS

STORAGE AND DEPOSIT VAULTS
BOXES TO RENT---\$1.00 PER YEAR

FIRST NATIONAL BANK
PORTSMOUTH : NEW HAMPSHIRE

United States Depository
ASSETS OVER TWO MILLION DOLLARS

INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

MAY 1918

NO. 5

THIRD LIBERTY LOAN

AS was to be expected, the Portsmouth Yard did itself proud on the third Liberty Loan. While we set out officially to subscribe to \$250,000, the final subscription was \$425,350.

At the opening meeting, Saturday April 6, something over \$121,000 was subscribed on the spot, which gave a first-rate start for the campaign.

The shop contest was won by the Boat Shop, to the great surprise (?) of everyone, and the contest between the wood working and metal working trades was won by the wood workers, with a very comfortable margin. The wood workers subscribed 184.4 per cent. of their quota, and the metal working trades subscribed 151.2 per cent. of their quota. The Boat Shop will therefore fly the Liberty Loan flag until the next campaign, and a banner will be flown near the Main Gate with proper inscription, showing that the wood workers won the contest between the two groups of trades.

Meetings of the Shop Captains were held twice a week for the first three weeks. During the last week these meetings were held daily.

When it was seen that the \$250,000 was raised, it was decided to go to \$400,000, and new quotas were allotted to each shop. There were a few near faints when these quotas were announced, and it was necessary to give artificial stimulation to Sam Gardner when his amount was read off. Goldsmith also felt a little weak, but is has to be handed to both Gardner and Goldsmith that they worked

like Trojans and came out within \$50.00 of each other in the final amounts. It will be noted that these two shops subscribed approximately one-quarter of the Yard subscription. Bill Palfrey also did some tall hustling in the Riggers and Laborers Shop, and Brother George Palfrey lost a few hours' sleep digging in the Foundry.

While there may be some Yards that have beat us a little on per capita subscription, it must be remembered that the Portsmouth Yard has had three big campaigns, whereas in most of the Yards this has been the first big, hard campaign. We have subscribed to something over \$290.00 per capita for the three loans, and it is doubted if any other Yard can beat that record. At the date of writing this, returns from the other Yards have not been received.

The Boat Shop is to be congratulated on their Liberty Loan work. They have subscribed \$121,950 in the three loans, or a per capita of \$762.00. Every man in the Boat Shop has at least one bond of every issue. That is a record of which any shop can be extremely proud.

On the closing day of the campaign, Corporal Smith, who has recently returned from the trenches, addressed the Yard men, giving them a short talk on trench life, and appealed to them to back up the men in France. As a direct result of this appeal, over two hundred men and women came forward at the meeting and bought additional bonds, and something over \$12,000 was subscribed in the next ten minutes after his speech.

There is appended the official standing and subscription of each shop:

	Alloiment	Subscription	Per Cent.
1. Boat Shop	\$14600	\$41950	287.3
2. Officers	3800	7450	196.0
3. Shipwright Shop	13000	25200	193.8
4. Brass Shop	22400	43250	193.1
5. Paint Shop	3700	6950	185.0
6. Sail Loft	1000	1850	185.0
7. Other Employees	4400	8100	182.0
8. Foundry	11500	21550	178.7
9. Smith Shop	6300	10850	172.2
10. Scaffolding Plant	1650	2750	166.7
11. Machine Shop (No. 800)	30600	50500	165.0
12. Drafting Room	3900	6500	164.5
13. Drafting Room (No. 841)	7000	12400	161.8
14. Supplemental Drafting Room	4800	7800	162.8
15. Estimators	2000	3800	160.0
16. Pattern Shop	3400	5500	153.6
17. Machine Shop (No. 821)	14050	22150	151.2
18. Joiner Shop	9000	13650	151.7
19. Rigger's and Laborers' Shop	1000	1500	150.0
20. Transportation	2000	3000	150.0
21. Sailmakers Shop	4800	7200	127.0
22. Sail Office	11700	14600	124.6
23. Electrical Workers	42800	16000	114.5
24. Black Shop	4250	5000	117.5
25. Plumbers	11200	12800	114.2
Miscellaneous		950	
		\$425350	
Woodworkers	74950	140450	184.4
Metal Trades	165200	274650	161.2



NAVY YARD APPEAL.

VICE-ADMIRAL William S. Sims, U. S. N., commanding the United States Naval Forces operating in European waters, declares he would like to hear every shipyard ringing with chanty songs to fit each kind of activity, for such chanties would put "pep" into every man's job, speed into his arms and legs, and weight into his blows.

"The point is," the Vice-Admiral declares, "that every man should feel that every blow of his hammer is a blow at the enemy; that a certain number of blows will put him down and out; and that the sooner all these blows are struck, the more lives will be saved and the sooner we shall have peace and plenty."

These statements are embodied in a letter Admiral Sims has sent to the shipbuilders of America relative to the hurrying up the building of destroyers and repairs on ships.

"We are sorry for the delay in deliveries, but we understand something of the numerous handicaps caused by the weather, congestion of traffic, etc.," continues Admiral Sims. "We are assured that the departments and officers are doing everything within their power to push along all this work, because they understand its great importance; but I have been wondering whether the men who are driving the machines, the splendid gangs of foremen, leadingmen, quartermen, skilled metal workers, riveters, etc., understand it as well.

"Do they, the men who actually build and repair the boats, understand how vitally important speed is in building? Do they understand that we will win or lose according to whether we beat the submarine or it beats us; that we must depend chiefly upon destroyers for this to protect our merchant vessels and to attack the submarines; that a destroyer is worth nothing while in America, and that she will be useless if she arrives too late?

"Do they understand that if every single man could speed up his own work—every riveter strike more blows per hour, every handler of machines, metals, tools, etc., save

every second of time—we could get our ships in service in much less time and thus hasten the end of the War?"

A MESSAGE FROM THE FRONT.

On Saturday noon, May 4th, the Yard was favored with the opportunity of hearing Corporal G. E. Smith of Company F., 104th U. S. Infantry deliver a message from our boys "over there" in France. Corporal Smith, who by the way is a Maine boy, having been born in Bangor, was one of a party of fifty boys picked to come to the States and help float the Third Liberty Loan. The party landed in New York City on May 1st., and will return in the course of a few weeks with the messages sent back.

Corporal Smith enlisted before the Mexican trouble started, and went to France sometime in the early Fall of last year. He was in the front line for some time and was consequently able to bring back a vivid description of actual warfare conditions.

Naval Constructor Schlabach, the shop superintendent, in a few fitting remarks introduced Corporal Smith to the large audience which had gathered in front of the Industrial Department office building.

The message that Corporal Smith brought over was not only interesting but full of thrills, and there is no doubt but that all those who heard him were deeply moved, for the response, when the time came for buying bonds—our answer to his message—was admirable. Over 230 bonds were subscribed in a very short time; a very creditable showing, considering the fact that over \$400,000 worth of bonds were sold in the yard before Corporal Smith began his message.

The vivid description of the terrible havoc wrought by the gas shells, especially those filled with mustard gas, should have stirred our hearts. His explanation of the way the warning of an approaching gas bombardment comes and the way the gas masks are put on was also good. He not only carefully explained the English gas mask but also illustrated his talk by demonstrating just how this mask was attached and used, and how long it was serviceable. The French gas mask was also demonstrated to the entire satisfaction of the audience.

Each soldier, when he goes into the front line trenches, is provided with both masks, the English gas mask being by far the better in that a soldier

can endure a gas bombardment, when such a mask is used, for a period of some six hours. The narrow thread upon which the lives of our soldiers hangs during a gas bombardment is indeed thin and many of us shuddered when he told us.

The food question was also discussed by Corporal Smith, and the admirable way in which he pictured this vital condition should have sent us all away determined to raise war gardens and not to waste a scrap of food.

There can be no question but that his message from the front was timely, and, consciously or unconsciously, a more determined spirit seems to have pervaded the Yard. Everybody seems to have been touched, and things are beginning to show that a

LIBERTY BULL.

Mr. C. E. Emery of the Outside Machinists' gang, Building No. 89, very generously donated a thoroughbred Jersey bull calf, two months old, to be sold for war charities. The bull calf has a pedigree about a yard long, and Mr. James White, the winner, is to be congratulated on getting him.

Some forty-six hundred chances were sold at



ten cents a throw, the total proceeds being \$460.50. Nine \$50.00 bonds were bought with this money. Two of the bonds were donated to the Kittery Red Cross, in accordance with Mr. Emery's request, and the other seven bonds and \$10.50 were donated by the unanimous vote of the Liberty Bond Shop Captains to the Navy Relief Auxiliary.

spirit of determination has set in and that the Yard is showing signs of waking up.

It would be a rank oversight if we did not mention the admirable way in which Naval Constructor Schlachach took the stand after Corporal Smith had finished speaking, and began to sell Liberty Bonds. His spirit of determination in getting a proper message to send back—namely, thru the sale of Liberty Bonds,—was fine, and will long be remembered. Besides the tactful way Naval Constructor Schlachach used, an additional inducement was offered—namely, all those who bought bonds at this meeting had the special privilege of personally shaking hands with Corporal Smith and of sending a personal message of felicitations back to our boys "over there."

There was much "throwing of the bull" for several days while the sale was on, for it was understood that each ticket entitled the holder to "Throw the bull" one day. But it was all good natured "bull."

The Navy Relief Auxiliary was organized to assist the families of enlisted men of the Navy whenever special circumstances warrant it, and it has been the cause of saving much distress among these families when sickness and death has entered them. It is a society in which Navy Yard men should be particularly interested, and the action in voting so large a portion of the proceeds of the sale to this society was very greatly appreciated. Mrs. Boush, wife of Rear Admiral C. J. Boush, U. S. N., Retired, is President of the society, and her letter in thanking you for this generous donation follows:

"Navy Yard, Portsmouth, N. H.
May 6, 1918.

Gentlemen:-

As the president of the New Hampshire Navy Relief Auxiliary, I wish to thank you for your splendid gift of Liberty Bonds and money to that society.

Your generous deeds in many directions, and especially towards your country, are well known everywhere, helping to place us as an example to the rest of the world in all the years to come. With such men to keep the home fires burning, we have nothing to fear from the enemy.

Again thanking you

Sincerely,

ANNA CAMM BOUSH,

President, New Hampshire Navy Relief
Auxiliary."

Mr. Emery is certainly to be commended for his very patriotic spirit in donating such a valuable animal for this purpose.

WAR GARDENS!

Have you planted your war garden? There is still ample time, so get busy and do "an additional bit" by planting a garden.

The food problem at the present time is more acute than ever before. Consequently every available plot of land should be made productive.

Since last spring the draft call has greatly depleted the ranks of the farm workers necessitating an additional burden on each one of us. Moreover, the demands of our allies for additional food is increasing daily. You all heard or should have heard the touching words of Corporal G. E. Smith who spoke on the last day of the Liberty Loan Drive. His words ought to have stimulated us all. You all responded nobly to his call for money. By such action you also apparently put yourself on record as intending to send back a further message—planting a war garden. Do not forget your pledge but do your part.

In order to successfully wage the war against the Huns it is not enough that we work efficiently and conscientiously but in our spare time we should do voluntarily garden planting. This year our problem is a large one but one that really works little additional hardship on our part. Is it fair to ask our boys to fight our battles over there on an empty stomach? Napoleon is credited with saying "An army fights only efficiently when properly fed."

This year, it is our duty to produce enough food not only to feed ourselves so we may work efficiently but in addition food must be raised to supply our boys over there, as well as our allied armies.

The solution of this problem can be readily met if each one volunteers to do his part by planting a war garden. Therefore do not delay but start at once to do your digging. Utilize every available spot and dig, dig, dig!

MULHAM'S RIVET GANG.

Somewhere near the top of the honor roll of those who are doing their best—not merely their bit—for the flag these days let the names of Charlie Mulham and his rivet gang be placed. Charlie Mulham, whose name, we suspect, is an Americanized form of the name that his parents gave him in far off Syria, works at the Fore River plant in Quincy—one of nearly 15,000 working there to make the world safe for democracy. He is foreman of a gang of rivet drivers, and last Wednesday he and his gang broke a world's record by driving 2805

oil-tight rivets into the hull of a steel ship in a nine-hour stretch.

Breaking world's records of one kind or another has long been an American specialty. If there has been a little faltering in the stride in the past year or two it has been because we have been playing a new game. Not long ago a rivet gang in a Seattle yard set a new mark. Of course the Atlantic must beat the Pacific, and Charlie Mulham and his gang have shown how to do it. They say they are going to do still better and we hope that they will start a rivalry that will spread to every yard on the two coasts, and from the yards to the offices of all in authority over the shipbuilding program.

Charlie Mulham is doing a work as necessary as that in the trenches and if you saw his gang at work—every man had burned hands when that day was over and every man had dodged death no end of times—you would perhaps decide to take your chances in the trenches. The spirit that animated that record-breaking day's work, and the determination to do better still, is Americanism at its best—and there are not better Americans these days than Charlie Mulham and his fellow Syrians. Would that there were a few more millions like them here for the work ahead.—Boston Herald.

THE DANGEROUS CLIFF PARABLE.

"Twas a dangerous cliff, as they freely confessed,

Though to walk near its crest was so pleasant;

But over its terrible edge there had slipped

A dupe, and full many a peasant.

The people said something would have to be done,

But their projects did not at all tally.

Some said, "Put a fence round the edge of the cliff;"

Some, "An ambulance down in the valley."

The lament of the crowd was profound and was loud,

As their hearts overflowed with their pity;

But the cry for the ambulance carried the day

As it spread through the neighboring city.

A collection was made, to accumulate aid,

And the dwellers in highway and alley

Gave dollars or cents,—not to furnish a fence,—

But an ambulance down in the valley.

"For the cliff is all right if you're careful," they said;

"And if folks ever slip and are dropping,

It isn't the slipping that hurts them so much

As the shock down below—when they're stopping."

So for years (we have heard), as these mishaps occurred

Quick forth would the rescuers sally,
To pick up the victims who fell from the cliff,
With the ambulance down in the valley.

Said one, in his plea, "It's a marvel to me
That you'd give so much greater attention
To repairing results than to curing the cause;
You had much better aim at prevention.
For the mischief, of course, should be stopped at its
source,—

Come, neighbors and friends, let us rally.
It is far better sense to rely on a fence
Than an ambulance down in the valley."

"He is wrong in his head," the majority said;
"He would end all our earnest endeavor.
He's a man who would shirk this responsible
work,—

But we will support it forever.
Aren't we picking up all, just as fast as they fall,
And giving them care liberally?
A superfluous fence is of no consequence.
If the ambulance works in the valley."

The story looks queer as we've written it here,
But things oft occur that are stranger.
More humane, we assert, than to succor the hurt,
Is the plan of removing the danger.
The Navy Yard plan is to safeguard the man,
And to attend to the thing rationally.
For we build up the fence and we try to dispense
With the ambulance out in the alley.

LEAD POISONING.

One of the most widespread and important of the ailments that are due to occupational causes is the malady or industrial disease known variously as "lead poisoning," "plumbism" and "leading." Employees of all ages and both sexes are susceptible to this industrial disease.

Plumbism is a cumulative disease resulting from the continued entrance of minute quantities of lead into the system. Although it may be contracted in numerous ways it is most commonly due to swallowing traces of lead compounds or to inhaling fumes or dust containing them. Because of the fact that lead is so generally used and because its effects upon the human organism are insidious whereby they often escape detection in the early stages, lead has caused more deaths than any other metal.

The harmful effects of lead have been known for centuries. The use of lead pipes for the conveyance of water was forbidden by Virgil and Pliny referred to the poisoning as "slave's disease."

One of the first symptoms of lead poisoning is a disagreeable metallic taste in the mouth which is experienced by lead workers upon getting up in the morning. He does not relish his breakfast, suffers from headache and feels generally indisposed. At a later stage attacks of colic with vomiting occur. The sufferer may be in constant pain of an agonizing intensity. Careful diagnosis is necessary for lead colic and appendicitis are often difficult to distinguish.

The patient suffering from lead poisoning has usually a peculiar pallor of the face which becomes more noticeable as the disease progresses. The nervous system, kidneys and liver are directly or indirectly affected. The result on the nervous system causes paralysis of the fingers, hands and wrists and often the ankles become affected.

Lead poisoning of the brain is rather unusual but may result. At first no other warning than a severe headache may result but later the sufferer is seized with convulsions and passes into a state of coma during which death may result. Should a case of such severity occur and the sufferer recover consciousness and lives, loss of vision, temporary or permanent may occur.

However there need be no fear on the part of employees of this Yard relative to lead poisoning if they will carefully obey the following recommendations:

1. At noontime and upon finishing the days work painters and workers engaged in handling lead or its compounds should wash their hands and especially clean their finger nails. Plentiful supplies of hot and cold water, soap and nail brushes and towels have been provided and should be used.

2. Personal cleanliness is highly essential and the use of tobacco while on the yard should be absolutely stopped.

3. Special rooms for the purpose of eating lunch have been provided and should be used. Care being taken to see that the hands and faces have been first thoroughly cleansed.

4. Outside garments should be changed before going home at night and preferably during the luncheon hour. Lockers have been provided for the street clothes. An effective form of head covering should protect the hair.

5. The wearing of beards and mustaches is likely to increase the possibility of lead poisoning.

6. When the first symptoms of lead poisoning manifest themselves it is urged that the sufferer re-

port immediately to the Medical Officer at the Dispensary for necessary treatment.

Absolute cleanliness, even to the point where it approaches apparent foolishness is the keynote of success if we hope to prevent cases of lead poisoning from developing in this Yard.

THE MELTING POT.

Slowly but surely the scum of the melting pot is coming to the top so that the dross,—the insincere, the selfish and the dishonest can the more easily be removed. Now it may seem as if they constitute a formidable lot, but they do not.

Due to our carelessness in many ways we have allowed ourselves to be grossly imposed upon. Most of us have taken it for granted, in our happy-go-lucky way, (easy going way), that everything was bound to work out alright. In short the rights of every other nationality but our own has been given its due consideration. It is only recently that we have finished a close scrutiny of ourselves and have definitely decided we know what the trouble is. Consequently, from now on a healthy growth should manifest itself.

The man who plays the partisan game, be it in politics, profiteering or what not is no longer safe, for we have at last awakened to the point of realization that definite concentrated action must be taken against such. Not all the traitors are Germans or pro-Germans, nor are all profiteers millionaires or employers. At this moment when we are passing thru the Valley Forge of this great war it is vitally essential that the true American spirit of honesty, sincerity and loyalty should assert itself clearly and forcibly.

Fellow-men, steel your hearts and clear your consciences for the fog is about to lift and with it the sun will break thru in all its glory and splendor.

BEWARE OF SPIES!

In that spies are everywhere, it is essential that no information be given out relative to this Yard's activities.

The following appeal has been sent out by the Division of Advertising of the Government's Bureau of Information:

"Our enemies over here are trying to hurt our boys over there. Our enemies are listening. Don't talk.

"If you know anything Germany would like to know, let this be your Speechless Day.

"A careless remark dropped in the street car may furnish a spy with the missing link in a chain. When in doubt, don't say it.

"One German army has already occupied America. The invisible host of spies is everywhere.

"The German spy Chief, Stieler, said that he won the Franco-Prussian War with his army of spies ahead of the troops. The German spy army invaded America long ago.

"Keep your eyes peeled, your lips sealed, your hearts steeled.

"Germans, their agents and sympathizers, are trying to overhear you. Keep quiet, don't talk.

"Don't talk. - If you want to help this nation, don't talk. Cut the public conversation. Don't talk. Do not make the Germans wiser. If you want to can the Kaiser, DON'T TALK."

SALUTE THE FLAG.

Naval Regulations require all officers and enlisted men to "stand attention" with their right hand at "salute" when the flag is being hoisted at 8 A. M. and when it is being lowered at sunset.

While this regulation does not apply to the civilian force in the yard, the custom of standing attention and saluting at "colors" is one which Americans should practice more frequently. It takes but a minute of your time, but, after it is over you stand off with a little more pride in yourself, and with a little better realization of what the flag stands for. Try it the next time you are around the "colors."

A CHILD'S PRAYER.

"Now I lay me down to sleep,
I pray the Lord my soul to keep.
God bless my brother gone to war
Across the seas, in France, so far.
Oh, may this fight for Liberty
Save millions more than little me
From cruel fates or ruthless blast
And bring him safely home at last."

NAIL THE FLAG TO THE PLOW.

Nail the flag to the plow—
 The country needs grain,
 While the sailor boys guard
 The tracks of the main.
 God gave you the fields
 And the sun with its light;
 Then double their yields
 While the sailor boys fight.
 Nail the flag to the plow—
 The soldiers must eat
 While defending the trenches
 Or suffer defeat.
 You can help the brave soldier
 At this time of his need
 By increasing your acres
 And planting more seed.
 Nail the flag to the plow—
 Your children and wife
 Must be saved from starvation
 While the world is in strife.
 Your duty is plain;
 Your mission is grand;
 Each man is a hero
 Who's tilling the land.
 You say you're too old
 To fight with a gun;
 Then work in the fields
 Till the setting of sun
 And show to the world
 By the sweat on your brow
 That you're serving your country
 With a flag on your plow.

— W. B. Lockwood.

THE KAISER'S PRAYER.

O Gott, vill you be mine pardner
 You say you don't know "Who I am?"
 Vell, I'm der Cherman Kaiser,
 Der Emperor Villyiam.

You know I vipped dem Belgiums,
 And trod dem under foot,
 Und mit treason I filled Russia
 Und now I'm gaddering up der loot.

So, I'll vip France und Italy
 Den blow up dat Chonny Bull,
 Und if you'll be mine pardner
 I'll vip dis whole world full.

Now for all der odder Nations,
 I don't giff von "Hee Haw,"
 But believe me, dat Uncle Sam,
 Iss tuff, yust like a rip saw.

You know I got der submarines,
 Vot hass made all Europe yell;
 But dey tell me Uncle Sam's man Edison
 Iss going to blow dem all to "H—."

Now Gott, if you vill help me,
 Den I vill always loff;
 Und I vill be der Emperor of der Earth
 Und you der Emperor of der skies Aboff.

But Gott, if you refuse me dis,
 Den tomorrow night at seven,
 I'll let loose all der zeppelins,
 Und start to vipe out Heaven.

So Gott, if you yust know your liddle book,
 You'll do yust vot I say,—
 If not, den you know darn vell,
 Dere'll be "H— on Earth" to pay.

I vouldn't ask you dis, Gott,
 But can't you plainly see
 If der Allies vin dis Vorld Vawr
 Dey'll say to "H— mit me."

THE NEW OFFICES.

The addition to the main office building, No. 81, was opened for occupancy on Monday, May 6.

The first floor is now occupied by the Shop Superintendent, the Engineering Superintendent, the Construction Superintendent, with their assistants, and the Time Section. The Time Section, however, is only a temporary tenant, and upon the completion of the raising of the roof of the old building, the space now occupied by them will be turned over to the Labor Board and the Safety Engineer.

The second floor of the addition is now occupied by drafting rooms, though upon the final completion of the main building, it will be occupied by the Accounting Superintendent and the Time and Cost Sections.

On the third floor of the addition are located the file rooms, blueprint room, and printing office.

The addition has been very much needed, because of congested conditions and it will allow the work of the main office to be carried on to much better advantage than formerly.

The rent on the other hand has not been raised, due to the increased demand for offices.

DAYLIGHT SAVING LAW.

Additional advantages of the daylight saving law are being presented in numerous interesting ways. Before the new law went into effect the heat was most intense between two and three o'clock in the afternoon, but now under the new plan for daylight saving it is between three and four o'clock.

Probably the most interesting feature to the employees of this yard is the fact that the heat during the noon hour is not so intense as formerly. Moreover, as the work for the day is finished we all will be able to get out from the shops and offices earlier and not have to endure the high temperatures quite likely to occur frequently during the coming summer months.

COMPENSATION CLAIMS.

All Civil Employees Portsmouth Navy Yard,

1. In accordance with a recent ruling of the United States Employees' Compensation Commission, you are advised that hereafter all injuries incurred in this Navy Yard should be recorded and treated at the Yard Dispensary.

2. The Medical Officers at the Yard Dispensary are the **only** physicians who should treat you. They will decide whether injured employee shall go to Naval Hospital or Portsmouth Hospital should the degree of injury warrant such action.

3. Hereafter no bills will be paid to private physicians and hospitals unless so designated by Medical Officers of this Yard.

NEW MASTER SHIPSMITH.

Mr. George E. Chaffee who has been at the Boston Navy Yard for the past thirteen years has been appointed Master Shipsmith at this Yard. We wish him all success in his new work.

EDITORIALS.

Our greatest glory consists, not in never falling, but in rising every time we fall.

True friendship is a plant of slow growth.

Principles are greater than men. Men die, but principles are eternal.

The big man takes kindly to suggestions; the little man resents them.

"The industrial forces of the country are as much a part of the great patriotic forces of the nation as the men under fire."—Woodrow Wilson.

"An injury prevented is a benefaction; an injury compensated, an apology."—The Travelers Ins. Co.

"There is not a single selfish element, so far as I can see, in the cause we are fighting for. We are fighting for what we believe and wish to be the rights of mankind and for the future peace and security of the world. To do this great thing worthily, successfully, we must devote ourselves to the service without regard to profit or material advantage, and with an energy and intelligence that will rise to the level of the enterprise itself."

WOODROW WILSON

President of the United States.

THE LIFE BUOY.

There have been a few rumors circulating recently to the effect that "The Life Buoy was an Office publication; that it was the policy of those editing it to publish nothing in it but that pertained to the executive functioning of the Yard."

How these rumors were started does not particularly interest us any more than that we wish to state emphatically that this is absolutely untrue. The Life Buoy is a Yard magazine or organ and anything of interest pertaining to the welfare of the employees or the Yard itself will be published.

Naturally in time of war a censorship must be exercised, otherwise, valuable information may get to the enemy. Other than this no censorship or partisan feeling exists.

It is the policy of the editor to print any article which may prove of interest or help to the employees of this Yard. For the Life Buoy is your magazine and run strictly in conformity with your interests.

If any criticisms exist they should be brought to the Safety Engineer and a ready ear may at all times be found. However, constructive criticism must be likewise offered.

The next and future issues of the Life Buoy will be printed in the Yard printing office.

Unless the employees of this Yard submit articles naturally none can be printed. At no time should an under current of criticism exist relative to a general policy. In time of war such action is decidedly unpatriotic. Consequently, it is hoped that hereafter if anyone has any criticism to make they will make it above board and not in the dark.

A special appeal is herewith issued that the employees send in articles of general interest and due consideration will be accorded.

JEST JOKE TREE CHIPS.

"Money talks."

"Yes, and all my life I've been a poor conversationalist."

"Muriel feared the girls wouldn't notice her engagement ring."

"Did they?"

"Did they? Four of them recognized it at once."

Freddy: "Lookit my collection of stamps, Teddy, all o' dem foreign, an' all different."

Teddy: "Ah, that's nothin', I gotta collection—all U. S. stamps, an' all alike."

Freddy: "They can't be much good."

Teddy: "They're better'n yours, they're war saving stamps."

He—"Of course, dear, you understand our engagement must be kept secret?"

She—"Oh, yes. I tell everybody that!"

"Mary, did you water the rubber plant?"

"Shure, no, ma'am. I thought it was water-proof!"

"Got an opening for me here?" asked the college graduate, walking into the busy man's office.

"Certainly," responded the employer pleasantly. "Close it as you go out."

Conductor—"Madam, that child looks older than six years."

Mother—"Yes, indeed he does conductor. That child has had a lot of trouble."

"Razor hurt you, sir?" asked the energetic barber.

"Not a particle," replied the sarcastic victim in the chair, "but the blood running down my neck is a little annoying."

BOAT SHOP.

After going through another Liberty Loan Campaign the Boat Shop has once more come out victorious. Jim White took the bull by the horns and with a grim determination we went "Over the Top."

Thanks to our Shop Committee for their untiring efforts in the Third Liberty Loan drive.

Rumor says that our quartermaster is trying to initiate Tucker on some fancy inside house decorations.

Bill Thompson says he will get a rest now.

Uncle Ed is talking of going down to Jamaica during the next season.

The Bond Sale now is over and the cup hangs on the wall,

In the place the Boat Shop placed it when they put one over all.

Now that all is quiet and the Flag is flying high,
We are thinking of another in the Sweet Bye and Bye.

—Boat Shop Poet.

Why be a hog? We are NOT! We took the bull.

Our foreman is taking a few days off. We hear he is getting in a supply of wood for the coming winter.

We are very glad to hear that our brother workmen who volunteered for oversea duty are making good. Good luck to them and to our latest—J. J. Kennedy—who has enlisted in the Artillery.

OFFICE NOTES.

It sometimes pays to be meek and quiet. Naval Constructor Boyd never made a kick, but he got

Something New in Phonograph RECORDS!

*The New 9 INCH
EMERSON
DOUBLE DISC*

*Always as long as the standard 10 inch records and as smoothly
DON'T TAKE OUR WORD Come in and hear them for yourself*

*PRICE 65c
ALL THE BIG HITS*

Emerson 7 inch Double Disc Records, 35c, 5 for \$1.00

:: AT ::

MONTGOMERY'S
OPPOSITE POST OFFICE

SHAW'S CASH MARKET

Do you want to help win the war?
Then practice economy with Mr. Shaw.
Go to his market for fish and meat,
Eggs and vegetables fresh and sweet.

His prices are lowest,—cash you must pay
And carry your bundles home each day
Excepting orders of four dollars or more
Which will be carried straight to your door.

SHAW'S CASH MARKET
18 PLEASANT ST. PORTSMOUTH, N. H.
Formerly CLARK'S BRANCH

"I SAW IT IN THE LIFE BUOY."

the best office in Building 81. Commander Wyman and Naval Constructor Schlabbach say they wish other people would follow Boyd's example and stop kicking for awhile.

Commander Palmer looked sad and lonesome for a few days last month. It was due to the departure of "Red Beanty" alias "The Rocky Mountain Goat." But he says he would not trade his new Franklin for even his old "hill climber," he did not realize the great improvements which the Franklin people had made in their cars.

LUNCH ROOM CRUMBS.

Due to the change of the length of the working day whereby the lunch hour is now common to all, there is likely to be some congestion. It is hoped that everyone will have patience regarding the matter of being served.

Usually after 12:05 there are numerous vacant tables, so that many of those anxious to be served without being crowded are asked to eat later.

Ground was broke for the new addition to the present existing restaurant on May 8th and it is thought that the new addition will be finished some time in July.

It is temporarily requested that all those who finish eating should immediately give up their place to others who may be waiting. The necessity of this request will be only for a short time.

"Seegar & Woodard" request that all the new signs be thoroughly read and followed.

It is rumored that Seegar and Woodard have organized a baseball team. They constitute the battery and my—the "ins and outs."

SEEN THRU THE PERISCOPE.

Mr. Preble, the boy with the iron nerve is enjoying a sixteen days leave of absence and is visiting his family in Ann Harbor, Mich.

Another service star was added to the list of the Submarine Drafting Room when Henry D. Bacon Jr. recently enlisted in the U. S. M. C.

Mr. Scheirer's Cadillac is again seen on the highway after being temporarily laid up, owing to Mr. Guggisberg's futile efforts to avoid a telegraph

pole.

When it comes to statistics Mr. Collier sure has got some dope sheets on the high cost of living.

Mr. Stiansen who has been restricted to his home with a severe case of La Grippe has returned to his duties.

Our would be autoists are having a hard time keeping their gas buggies going; if they could only run on hot air wouldn't Charley G. the noiseless one, get a lot of free rides.

The Submarine Drafting Room bowling team met and defeated the Hull Drafting Room team the other evening. The series now stands one game each and the deciding game will be rolled Monday, May 13.

WE WONDER:

Where Downing gets those cheap cigars?

If Ray has his "Taters" planted yet?

When Carey will move to Dover?

If the moon was a help or a hinderance in the trip to Portland?

If Coffin or Kent will examine the Ford more closely before they start to crank it again?

Who will be the first victim of Snow's new motorcycle?

C. C. Coffin that Kiever Komedian from the Sub Drafting Room will make his initial appearance before the footlights on Tuesday night when he will star as end man in the P. A. C. Minstrel show.

There promises to be some fun at the Playgrounds next Monday evening when a five inning game of baseball will be played between the single and married men of the Submarine Office. Many oldtimers will be seen in the married men's lineup and they promise to make it hot for the young fellows. Mr. Curtis will umpire the game and he has requested fifteen days leave, starting next Tuesday.

Draftsman: Who has got the shears.

File clerk: Periscope or conning tower.

HOBBIES.

The man who is always asking for a cigarette (C. F. G.)

The Embargo on freight. (Ask Lord).

Guggisberg rolling on a spare (When he gets one).

Kent looking for his pay check.

IMPOSSIBILITIES:

Staten ever becoming a bowler.

Pinkham ever becoming a good musician, although he tries hard as a whistler.

It seems peculiar that Hans should be on the sick list every week-end, maybe there are some attractions in Fall River.

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Save what is left in a BALDWIN REFRIGERATOR

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"I SAW IT IN THE LIFE BUOY."

Mr. Collier has a new assistant in G. M. Clark.

Our handsome new stenographer has certainly made a hit with the boys for when it comes to bowling, the stenog. is there strong.

FROM THE PEN OF L. W. S.

I like the girls in Portsmouth,
In Dover they are fine,
The girls that live in Kittery,
And Eliot are devine;
But the one that took my fancy,
And set my head in a whirl,
That is the best of them all, boys,
Is a dear old Portland girl.

We will have to take Lee's word for the above as he was there and if all reports are true he sure fell hard.

Why is it that the file clerk keeps the boys waiting so long when they receive a telephone call. Better be careful Jack and Charley you know about his trips to Dover, Haverhill and Newmarket.

If there is anything C. Conlon likes to do it is to ride over on the boat with the girls. An unusual sight is to see Charley in the midst of a group of girls depicting some of his exploits especially when he has been out horseback riding the previous day.

PATTERN SHOP.

"ALL UP!!"

The girls are coming. Hurrah! Hurrah!!

Challenge to the Submarine Drafting Room baseball players: We are glad to hear that you have a strong team, but why pick on us, as we have none. However, we accept your challenge and shall start drafting for a team immediately. You may be sure that we are capable of handling anything you put up to us on the diamond, as we are in the shop.

Cressey says he will show any man in the shop how to make a buffing wheel.

The patternmaker's camp (Camp Lookusup of Eliot, Me.) has been temporarily turned into training quarters for D. Twitchell (the human spark-plug) and Grapler Jim Nelson. They both claim the championship of Kittery. Donald is showing great improvement and is perfecting his condition by partaking of one quart of milk and six eggs daily. Great interest is shown by the fans in these two sturdy youths, and it is expected when they clinch to be one of the toughest bouts ever shown in the east. Although the betting is 10 to 8 in favor of Twitchell, Nelson should not be taken too lightly.

WE WONDER:—

If Metelli is going to stage a 'Romeo & Juliet' act when he masters his mandolin?

If Portsmouth is really dry?

Why the teamsters of this yard charge such exorbitant prices for hauling scrap wood from the shops to a fellow-workman's home?

If the wind couldn't be blown so as to conform with the Commandant's weathervane?

Why it insists in opposing the breezes?

If Coulter Metelli in the Connor of the Park? Why he Locke(d) his Hart against Joy?

If it Hoyt Gerrish to Neil to Pray when the fellows took that Blak cheese he was Eaton away from him and let Hanabury it?

Why Carl Malmquist wears his hat backwards? Possibly it is to signify that he is then going full speed.

What there is about a stern bearing that makes the boys wish they had a rush job, when one comes up to be lined?

Why they call Henry and Don "Tanks?"

Why Parks don't want to get well?

THEY SAY:

That the four men of our shop who are so patriotic that they desire to work ten hours per day should be allowed to do so without extra compensation.

That Coulter is getting a Lina Joy in his new auto.

That Fernalds apron Fitzgerald.

That Boston seems to hold quite an attraction for Van Ham.

That Peaslee will fall for anything, but you can lead Britton no matter how much you Shield him.

That Twitch is Fuller L.

That one of the boys has but one speed all day Swift.

That Walter Black is wondering if the new men can play checkers any better than the other fellows in the shop.

That the Liberty Bull would have been right at home in the corner with Cressey and Niles. We lost the Bull, but we still have Dick.

That already the boys in camp are going around with lame backs and muscles, and it is plain to see that they will need some training before they can compete with Doug. Fairbanks.

That Mr. Hoover is going to visit the camp to ascertain just what is becoming of all the food received there daily. By the way, they have phone connections there now girls!!.

"A Penny Saved Is a Penny Earned"

We can help you save a
good many pennies on

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See Mr. WOOD

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TEL. CONN.

"I SAW IT IN THE LIFE BUOY."

That the boys bought a new axe and were preparing to meet the fuel shortage, until Charlie Smith, who is reading "King Spruce" and knows all about chopping, gave a demonstration. Now they don't know which side of the axe to use.

MACHINE SHOP.

While we don't like to compliment ourselves on our patriotic spirit we do think that in subscribing for the third Liberty Loan to the amount of \$50,000.00 a very good showing was made. May we do twice as well next time.

We hear that Mr. George Gillen formerly Leadingman Machinist at this yard and at present located at New Orleans, is to return to his home in Portsmouth.

It was a pleasure to welcome our shopmate Ralph Spinney on his return to his duties after several weeks of serious illness with pneumonia. We understand at the present time his heart is now affected and he is enjoying the same immensely. There is a good time coming boys.

Our Mr. Boulter is to shortly take up his new duties at the Auxiliary Machine Shop, Building 95. His going will leave a gap to be filled.

"Chuck" Fernald doesn't know whether he will occupy his cottage at Newington this summer or not. Just ask him about it.

There will be a special meeting of the G. A. Brigade, Memorial Day. All members and prospective members will please take notice. If any member has not received his notice, he should apply at once to the Secretary.

We are still inclined to think that Morton is putting something over on us. However, he will be forgiven if he can make satisfactory arrangements with Mark in regards to the celebration things.

One of our esteemed leadingmen made a trip to Boston six days after the first of May. He says that it is just the same now, wherever you go.

William J. M. Hackney passed a few days in Manchester recently, renewing old acquaintances.

Ray says that although the girls down in Maine are beautiful, there is one that he has met in old New Hampshire that is incomparable.

We understand that "Bill" and Ralph are playing the society game very strong. Bill says the ladies like him for his disposition and Ralph says, they like him for his winning ways.

"Cleato" and Frank made a run to the Bay

State recently, to have their timepieces adjusted. Its no job at all to adjust a watch if you know how its done.

Bill Fuller wasn't satisfied until he could stand on the front end of an electric car. Must be some secret Bill. What is it ozone hours, or society?

Lacking a few of the acoustics "Bud" makes an excellent substitute for John Watts. Although we must say that Bud has found that there is a high gear on the "fivver," which John could not do.

SMITH SHOP.

Wanted by "Happy" Armstrong a safety device to keep the pet cock on a crank case locked. Also a Ford that will run without oil.

That new concrete floor in front of the office is the place to put "your bit" to beat the Kaiser; in other words its the place to put finished work.

We all regret that one of our regular "old timers" "Uncle" Frank Lawry has left us.

SPAR SHOP.

We wonder why Bill has spruced up so lately? Creased pants and polished shoes. Probably someone is coming up from Bath to look after him or possibly to apply for a job in the office.

We wonder why Whalley visits the office so frequently?

Black cats **sometimes** bring good luck.

Spiller has changed his mind about joining the Marines so as to have charge of the prisoners. If you don't believe it ask Healey.

Sid says that he likes to buy Liberty Bonds from the ladies. He only bought six of the third issue.

Eddie is making money fast, selling wooden candy and also sawdust for peanuts.

SHEET METAL SHOP.

Strange why all of the single fellows need a drink of water just when the check hanger is here.

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YOUR HEART STEELED.

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PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY."

One of the boys came in one morning, recently, all dressed up in a new suit and you could smell the perfume all over the shop

Some uniform, Wes, but why drop it so suddenly?

New men are coming fast and it looks as though some of the cities were losing all of their help

Seen in the Tin Lan Journal.

When it comes to walking Edw. Payson Weston has nothing on Lawson and Robbins since the ratings were passed around.

When you get tired, we'll swap over —
Yes! when I do—I'll stay home.

ELECTRICAL SHOP.

Congratulations are extended to Mrs. Lorenze, one of the original thirteen who recently became a bride.

Cheer up Francis. You are next.

We wonder why C. likes to hang around the arbor press

The first night J. wore his new suit to Newmarket he must have met his Waterloo because we haven't heard anything of the suit, the girl, her father or Newmarket since.

Miss Payne, our popular time keeper started out with a party on a fifteen mile hike for May-flowers. She became entangled in a barbed wire fence and when she reached home she was looking for a tailor.

Always look behind you before you sit down, Mary.

Mac, likes black and white stripes for a color combination.

Kittery sewing circle meets every morning at 7.15 at bench No. 6.

George Webber, one of the veteran fire fighters of York Village, had the experience of his life when one of the girls threw a blazing piece of waste over her shoulder and it landed on George's head.

The chairman of our shop committee can certainly handle financial matters.

Some speed to our sheriff. He asked for a few moments off. He left at 8.30 returned at 10.30 and brought back his man. In a month he expects to pay for his new eight cylinder "Chevrolet."

We were sorry to lose Miss Celia Dafresne. She resigned on May 8th and will take up farming.

SHIPFITTERS SHOP.

It has been rumored that a new face is to be seen in the Cheney family. Congratulations to the fortunate family.

Little Joe the Shop K, speed boy, somehow or other always manages to be around when the cheeks are hung

George Williams our popular tool-room man says he believes honestly in Hoover. Consequently he hopes that hereafter all tools will be returned.

OUTSIDE MACHINE SHOP.

It is urged that waste food etc., be placed in the proper receptacle

Leave it to the Boat Shop for knowing a good thing.

Now I lay me down to sleep,
While on our lines the Germans creep,
If someone doesn't disturb me before I wake,
Perhaps our lines the Huns will take.

Mr. C. E. Emery, generously donated a thoroughbred Jersey bull calf for war charity work and who should win but the Boat Shop.

STRUCTURAL SHOP.

George White our Shop Storeman was married last week. Good wishes to Mr. and Mrs. White are extended by all the men in the Structural Shop.

G. R. says that he wished that cement bags were never made. We wonder why!

Genial Gill has returned after an extended vacation. Since his return things are gliding smoothly.

"Our Cut" certainly gets his money's worth when he buys anything. One need simply to remind him of this and he will readily understand without hearing a word.

They say that Clarence when he attends the theatre becomes so absorbed that nothing short of a fire would move him.

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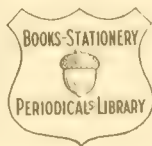
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"I SAW IT IN THE LIFE BUOY."

PAINT SHOP.

Hersom was recently marooned on the Pueblo
and our veteran mountain climber, B. R. Stewart
came to his rescue.

The men of the Paint Shop wish to extend
their best wishes to Mr. Gregone and his fiancée,
who has recently become Mrs. Gregone.

As was expected we wound up in our usual
place in the third Liberty Loan race.

Hanscom or Hersom are on record as being
quite breezy. Well to cultivate their acquaintance
soon for it looks like it might be a hot summer.

Let us all (Pray) and go over the (Trussell)
to (Flanders), go up to the battle (Point), make
a hero of ourselves and we will probably be made
a (Sergeant).

"THE ALLIES' PRAYER TO GOD."

O God, we ask Thy guidance,
Against this beastly foe,
That has ravaged poor Belgium
And laid little Serbia low.

We ask that Thou will help us
To down the beastly King,
Who by his bloody proclamation;
Has made all Europe feel the sting.

So God, give strength to us,
Who stand on Freedom's side;
May we forever keep the trust
And fight the battles side by side.

And God, in closing, in Thy love reposing,
Keep our daughters, wives and sweethearts,
Safe from the beastly hordes,
Who have transgressed the command of God.

THE DEVIL RESIGNS JOB.

The Devil sat by a lake of fire,
On a pile of sulphur kegs;
His head was bowed upon his breast,
His hands clasped upon his head.

A look of shame was on his face,
The sparks dripped from his eyes;
He had sent up his resignation
To the throne up in the skies.

"I'm down and out," the Devil said,
He said it with a sob;
"There are others who outclass me
And I want to quit my job.

He isn't in it with the land
That lies along the Rhine
I'm a 'has been' and 'a nogood'
And therefore I resign.

Krupp, the ammunition maker
With his bloody shot and shell,
Knows more about damnation
Than all the Imps of h—.

Give my job to Kaiser Wilhelm,
The author of this war,
He understands it better
A million times by far.

I hate to leave the old home,
The spot I love so well,
But I feel that I'm not up to date
In the art of running h—."



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Is made easy by getting your shoes here. We carry standard makes that are *known* to be good---we base our profit at the minimum of safety---we stand back of the shoes we sell

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"I SAW IT IN THE LIFE BUOY."



JUNE
1918

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We will send free to the first one thousand men sending us their names and address a little handy article that can be carried in the pocket and is used almost daily by every industrious man in this country: the same to be sent by us not later than July 10th and possibly July 1st, so get your name in early.

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We issue travelers' checks which are available for use in all parts of the world.

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SAVING

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THRIFT

WILL WIN THE WAR

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10,000 PEOPLE ARE SAVING THEIR EARNINGS BY THE HELP OF
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Portsmouth, N. H.

INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

NO. 6

THE SUBMARINES WE ARE BUILDING

AT the present time this Navy Yard is partially engaged in building submarines. Although one-third of the force of the yard is working on them and all the Navy Yard is undoubtedly interested, I doubt if many realize the special reasons why these particular submarines should be of interest to us.

The history of submarine building and design really begins with an American named Bushnell who was the first to think out and build a submarine that would actually operate. In 1776 a British fleet was blockading the port of New York. Bushnell conceived the idea of breaking this blockade by building a small vessel to travel under water and with which he could attack these big men-of-war one by one. So he built the fore-runner of our present submarines; in this case a little vessel, shaped like two clam shells joined together, with a water ballast tank and oars and just room enough inside to hold one man. In this small craft, which it took good nerve to operate, Sergeant Lee of the American Army embarked, submerged, and set out to attack the English fleet.

He actually found his prey, but ill-luck pursued him, for he could not attach the mine and the tide carried him by the fleet. He let go the mine which drifted down and exploded near the English ships but did no damage except to the nerves of those on board the latter. Bushnell's submarine would just about fit inside the conning tower of one of the submarines we are building here now, but it was, after all, the start of their design and building.

Practically up to the present time, all our submarines were designed and built by private contractors. In a few cases submarines were built in Navy Yards, but even in these cases the plans were purchased from private contractors building similar vessels. For all other naval vessels the Navy Department prepared its own designs and there seemed no good reason why it should not prepare them for submarines as well. As a consequence, the work was started and after much study the design for Submarine——was completed. In preparing this design the Navy Department was entering directly into competition with the private firms who had been designing and building submarines for many years. To carry this new work right through in the Government's hands it was decided to build the first boat in a navy yard and Portsmouth was selected as the best place. Soon after came our entrance into the war and more submarines of the same type were given the yard to build.

We now have the first great reason for doing the best we can in every way on these submarines, in good workmanship and in speed of work, for in these boats the Government is out to show what it can do in designing and in building its own submarines in competition with private contractors, and it is up to us to make these boats a little better in every way than any other submarines built in this country.

The next great reason is the war. Many of our submarines have gone abroad already and that is where they are mostly needed.

The work of the crew of a submarine is neither easy nor very safe and yet crews will be ready and waiting for these boats to be completed so that they may man them. Here at this yard we are not asked to do that,—all we are asked to do is to build the boats well and to build them fast. Keep this in mind and think what a small part we are really doing in simply providing the means to let somebody else go abroad into the dangers of the North Sea to stop the German Submarines. Submarines have proved to be the best defence against submarines; in fact they are the only offensive weapon known, for all surface craft must wait until they are attacked before they can attack in turn. Consequently, if we are to rid the world of the German Submarine menace, we must build submarines and more submarines.

We are then, first, in competition with private contractors, and they are all watching us and all the Navy is watching us to see what the Government itself can do in the way of building submarines. Next, and this is the most important, we need these boats in this war and we need them badly. Let us work together and let us do our best so that to have worked on these submarines which we are now building may be a source of pride to us through this war and for a long time to come.

H. S. HOWARD
Supt. New Construction
Naval Constructor, U. S. N.

INFECTIOUS DISEASES.

The recent outbreak of smallpox in York, Maine, brings vividly to our attention the ever increasing need of watchfulness. In time of war, it behooves us all to be especially on the alert so that nothing may develop to hinder us from doing our part over here without any interruption.

Just as a locomotive running smoothly at the moment of operation may become useless should any fine sand get into the engine bearings so the human body even though it is working at its maximum efficiency (perfect health) may in a very short time become useless should it become subjected to an infectious disease.

Germ or bacteria, which cause the destruction of lives wherever an epidemic visits a community are no respecters of persons. For, persons sup-

posedly to be in robust health are as easily attacked as the weakest.

In this enlightened age, altogether too many fallacies still exist relative to public health matters and especially so regarding infectious diseases. When an epidemic breaks out altogether too much stress is laid upon general insanitary conditions, such as foul odors, stagnant pools, dust, garbage and in fact anything objectionable that may exist in the neighborhood. These views may be said to belong to the old school of public health. In the new school of public health the causes of epidemics of infectious diseases are sought for along three definite lines. The first line is the infected individual; the second is the routes that caused the infection, being any one of the following—water, food, milk, flies or contact; and the third, the routes of infection from the infected individual.

Infectious diseases are "catching" because of the transmissibility of the minute germs or bacteria from one person to another. That is the disease is propagated by direct contact. Infected persons may cause contamination through their discharges, and this is believed by many authorities to be the most common way. Germs in the body of infected persons multiply exceedingly rapidly and can only leave the body by definite routes—the body discharge passages. These discharge passage routes are the mouth, nose, bladder, and bowel. Only when other persons take these discharges into their noses or mouths do they in turn become infected. The ways or routes of infection are many. Mouth discharges laden with harmful germs may be transmitted by mouth sprays when people cough, sing, sneeze, or talk. Moreover, they may become transmitted by drinking cups, chewing gum, chewing tobacco, towels, as well as in other ways. Nose discharges may become transmitted by hand, handkerchief, or sneezing. Bladder and bowel discharges are carried by hands, flies and other ways.

Hands are the great carriers of disease. Consequently, hands cannot be too frequently washed.

Mouth discharges in the way of sputum when expectorated on floors, sidewalks, and streets may be transmitted by being carried to the home on shoes. What a calamity if your own or your baby should become infected. It is hoped that ultimately a universal law will prevail prohibiting the expectorating of sputum. The handkerchief should always be used if a spit kit or a spittoon is not available.

The chief infectious diseases as found in the temperate zone of the United States are Diphtheria,

Scarlet Fever, Smallpox, German Measles, Whooping Cough, Chickenpox, Typhoid Fever, Tuberculosis, Trachoma, Cerebrospinal Meningitis, Syphilis and Gonorrhea. Of these the last four diseases are transmitted by contact, and the others by milk and contact. Typhoid Fever and other intestinal infections such as Dysentery are carried mainly by flies, milk, water, food and contact. Consequently, it is seen that contact may cause all diseases, milk many, whereas water and food carry only the intestinal infectious diseases.

Contact is the main route by which infectious diseases may be transmitted among employees of this Yard. Under no circumstances should sputum be expectorated on floors. Spit kits have been placed throughout each workshop and should be made use of.

When an employee feels the symptoms of sneezing manifesting themselves recourse should immediately be made to the use of a handkerchief. As before stated mouth sprays are thrown out in coughing, singing and talking.

In order to prevent the spread of an epidemic it is not necessary to close down the Yard or any individual shop. Germs or Bacteria have no eyes, neither can they fly, but they do propagate rapidly. The living body is the best abode, for there the germs find plenty of water, the right atmosphere, food, temperature, and darkness. When germs leave the body the sunlight and drying effect soon kill them. Disease germs are carried from an infected person to one not infected chiefly by discharges from the mouth, nose, bladder and bowels. The discharges are carried or exchanged by sputum, hands and mouth-spray. Consequently, it is useless to shut a shop or group of shops down in order to insure the blocking of the spread of an epidemic.

In summarizing, it is our hope that by pointing out these things, the employees of this Yard will hereafter govern themselves accordingly with the result that sorrow and sickness may be less prevalent.

THE NAIL HAZARD.

A little nail, like a little knowledge, is often a dangerous thing. A few nails, driven through a couple of boards, may be entirely harmless, but when the boards are torn apart the points of the nails are often left projecting from one of them, and here is where the dangerous element enters. If the boards are cast aside, they most always fall, with the usual perversity of inanimate things, so that

the points of the nails stick upward.

Projecting nails are met with everywhere. They cause many injuries, and the wonder is that they do not cause more. Boxes and barrels that have been hastily opened are frequently left with the covers only partly removed, and the nails that held the covers are seldom drawn out or hammered down. The nail hazard is especially marked in building operations, where scaffolds and other similar temporary structures are used. After these have served their purpose, the materials of which they are built are thrown carelessly aside without giving attention to the projecting nails they contain. In industrial plants of all kinds the nail hazard is also serious, and some manufacturing concerns report that fully seven per cent. of their accidents are caused by nails. The danger from nails is, therefore, important, and attention should be given to the best means of eliminating it.

The soundest and best thing to do is to educate the men who are responsible for leaving nails in the boards. Teach them the importance from a safety standpoint of pulling the nails out, or bending them over, and hammering their points in in a proper manner. This is no great task, and if all the nails are pulled out or properly bent over, the danger is removed. It is the safest, of course, to remove the nails entirely, and the next best thing is to hammer them in, but if they are bent over and hammered down, the work should be done in the right way. A nail bent so that its point remains a quarter of an inch or an eighth of an inch above the level of the board is still dangerous, because it is likely to tear the flesh of an employee who has occasion to handle the board or other object from which the nail projects, or who may brush against it in passing. A nail-point thus treated is also likely to catch in the sole of the shoe and cause a serious fall, and if the end of the nail stands up by as much as a quarter or a half of an inch, there is danger of the point entering the upper or soft leather of the shoe.

In bending and hammering down a nail, a quarter of an inch or so of the pointed end should first be turned over at right angles, by means of pincers, pliers, or the claw of a hammer. The body of the nail then is bent over and hammered down, so that the pointed end enters the wood. All danger is then removed.

Another prolific source of accidents is the leaving of nails in the staves or hoops of a barrel, after the head has been removed. The act of knocking in the head tends to turn the point of the nail downward, and as a person removes the contents of the barrel, he is quite likely to have his hand or arm

lacerated. In a case of this kind, the nails can sometimes be pulled out without loosening the hoops or destroying the unity of the barrel, but it is often necessary to leave some of the nails in position and care should then be taken to see that they are properly bent and that their points are firmly imbedded in the wood.

An injury from a nail should receive immediate medical attention and treatment, because septic material is likely to be carried into the wound by the nail. Particles of shoe leather or hosiery, or germ laden matter of other kinds, are often introduced in this way, and unless these are removed or sterilized, trouble is likely to follow. Where the wound is properly treated, it will usually heal in a short time, but blood poisoning or lockjaw is likely to follow if the wound is neglected, and where either of these occurs, loss of life or limb is a possible result.

TRAVELERS INSURANCE CO.

EFFICIENT PATRIOTISM.

As the war goes on, it is to be expected that many of us will from time to time wonder if the world has really forgotten the value of human life. Consequently each one of us should work to the end that civilization, liberty, our lives and our homes may be preserved.

That the boys in the trenches are doing their share cannot be denied. The question is: Are we backing them as we should; are we giving our most efficient work; are we preserving our health and good morals, and are we subscribing generously to the various war loans and charity work? If each one of us can answer "Yes," he or she is doing all that can be expected at the present time.

In order to perform our daily work efficiently, it is necessary to get the proper amount of sleep, to eat wisely, and to train ourselves to be careful. Just how many hours sleep is necessary for any individual person is difficult to say, but at least eight hours is a safe basis to work on. As for the food question, much can be written. It is unwise to eat too little and equally as unwise to eat too much. Moreover, if a person eats too much, he or she is committing an unpatriotic act. Here again discretion must be relied upon. To train ourselves to be careful is not a hard task but many make it so. One reason that so many accidents are happening may be attributed to the fact that the habit of carelessness has been allowed to gain too strong a foothold. An accident to an employee engaged in work incidental to pushing the war through to a

proper and speedy end counts just as much as an accident or wound to a soldier at the Front. For, without our industrial workers we cannot hope to keep our boys at the Front supplied with guns, ammunition, food, clothing, medicine, as well as means of transportation. We must, therefore, train ourselves to be careful, efficient, able-bodied men and women, striving to do our allotted task just a little better than we have ever done before. We should always be on the watch to extend a hand of help to the new man on the job so that he may also become an additional valuable asset to his country.

As we come to the question of preserving our health and good morals, it is well recognized that a very subtle issue is reached. The arousing of everyone of us to the proper understanding of our share in protecting our soldier boys from diseases due to vice is a task that is difficult. However, it must be met and an entirely different attitude must be taken in the future if this question is to be properly dealt with.

Education and warning must enter the homes of the innocent for the protection of our boys now already in the army and for those who may have to enter.

According to the statement of a special correspondent of The Evening Sun, there are only 500 men of the 500,000 American soldiers in France in hospitals with ailments due to vice. This is the best record of any army in history. With such facts at hand, mothers and fathers, brothers and sisters need not worry about any evil influences that the soldier boys may have to meet, once in the army and abroad. The more important question is that the danger is not in the army but in the city, not so much in France as right in our own industrial towns and country villages. As Bishop Lawrence of Massachusetts has so well said, "It is time that the lid be off and men and women meet this problem as they have met diphtheria and tuberculosis. Of course there is a difference. The finger of scorn will point at the victims. Doctors cannot report their cases to the public. We are not an army. No, we are not; but must we therefore do nothing and continue to poison our army? But if people begin to talk about such things it will lead to improprieties.

"People are talking. You are talking. I am talking. Our boys and girls are talking. The stage is talking. Why not come out into the open and let the talk be healthy, sane, medical and practical."

The Medical Departments of the Army and Navy are ready to give facts so that the conditions of society in relation to the Army or Navy may be

properly viewed and studied. This is a war question as vital as guns, ammunition, ships, food and fuel. If we are to support the Army and Navy and win this war, there has got to be a tremendous cleaning up of ourselves, our own neighborhoods, our streets and theatres, our hotels and summer resorts. Last but not least, our boys, when they do come back, are going to demand these things, as well as many other vital questions of righteous living. Why not start now and set the first scene so that when the boys do come back the play may the more readily go on to a complete finish?

SECOND RED CROSS WAR FUND.

The second Red Cross appeal was answered nobly throughout the country and in such a manner that the tender, brooding heart of the "Greatest Mother in the World" should be comforted once again.

The appeal was carried into practically every American home and today the American Red Cross is the largest organization of any kind in the world and the greatest force for good. For the millions of dollars will be spent in succoring the stricken nations, in ministering to the soldiers in sickness and death and inspiring them with greater courage

and holier purpose. In addition, the Red Cross brings food, clothing, beds, stores and other supplies to the stricken and devastated cities and villages.

To those who care to study the details of how each penny has been spent, it may be stated that printed statements covering all War Fund appropriations are obtainable from Chapter chairmen.

Three prizes were offered by the Association of Quartermen and Leadingmen of this Yard to be given to the three representatives of the divisions receiving the largest percentage of subscriptions for their respective divisions. The first prize, a coffee percolator, was won by Mr. J. M. Flanagan, who had charge of the Clerical Division; the second prize, a clock, was won by Mr. H. C. Moody, who represented the Sail Loft; and the third prize, a safety razor, was won by Mr. J. B. Colliton of the Drafting Division.

In addition to these prizes, a pig donated by Mr. Horace Mitchell of Kittery was raffled off. The sum of \$173.35 was realized from the sale of the pig tickets and this amount was credited to the Spar Shop, for a member of this shop Mr. I. M. Schurman was the lucky winner.

The following table is the final compilation of the official standing and subscriptions of each shop.

	Cash Collection,	Subscription	Allotment	Percentage
1 Clerical Force	\$ 109.79	233.79	236.00	91.3
2 Sail Loft	61.00	68.00	76.00	89.5
3 Drafting Force	143.00	354.00	467.00	75.8
4 Supply Department	640.07	750.00	1003.00	74.7
5 Estimators	28.50	136.00	196.00	69.4
6 Boat Shop	278.00	377.10	880.00	59.9
7 Paint Shop	119.78	160.08	275.00	58.3
8 Smelting Plant	32.50	62.25	112.00	55.6
9 Elec Workers Out (No. 89)	187.36	294.01	540.00	54.5
10 Boiler Shop	101.00	119.00	247.00	48.2
11 Power Plant	124.00	142.00	332.00	42.8
12 Pattern Shop	78.00	96.00	230.00	41.7
13 Machine Shop (No. 80)	637.25	844.55	1976.00	41.1
14 Spar Shop	530.14	476.23	1180.00	40.4
15 Elec Machine Shop (No. 79)	123.04	825.00	2405.00	39.2
16 Sheet Metal Shop	247.00	309.50	800.00	38.7
17 Joiner Shop	215.00	256.00	694.00	36.9
18 Machine Shop (No. 89)	280.56	380.56	1039.00	36.6
19 Smith Shop	142.00	112.00	444.00	31.6
20 Shipfitters' Shop	758.60	1007.28	3056.00	33.0
21 Laborers and Riggers	135.80	174.80	541.00	32.5
22 Foundry	234.50	311.00	1077.00	31.9
23 Public Works Shop	492.32	492.32	1824.00	27.0
24 Transportation Shop	52.50	37.00	200.00	18.5
Total	8605.71	88198.50	819544.00	16.8

NEW RIVET-DRIVING RECORDS.

Figures just reported to the Emergency Fleet Corporation show speed records in rivet driving rapidly mounting. Since the widely published record made by a riveter named Schock at the Baltimore Dry Dock & Shipbuilding Co. plant, a few weeks ago, in driving 2720 $\frac{3}{4}$ -inch snap rivets in the floors of an 8800-ton steamer in a nine-hour day, a larger number of rivets was driven in a shorter day at the Kearny plant of the Federal Shipbuilding Co. On April 26 Edward Gibson and gang drove 2919 rivets in eight hours, or 365 an hour. Not long before, a remarkable performance on countersunk shell rivets was made at the American Shipbuilding Company's Buffalo yard, when 2089 rivets of $\frac{7}{8}$ -inch diameter were driven in 8 $\frac{1}{2}$ hours.

Two new figures reported to the Emergency Fleet Corporation surpass those quoted by a large margin, though one of these is shop-rivet work. M. R. Knox and gang drove over 4000 rivets on ship floors in the fabricating shop of the Northwest Steel Company at Portland, Oregon. Of these 3865 were $\frac{3}{4}$ -inch rivets and 224 were $\frac{7}{8}$ -inch rivets. In addition two rivets were cut out, so that the official figure is 4091 rivets. The total working time was nine hours. On hull work C. Knight, at the Baltimore Dry Dock Company's yard, using a double gang—two holders, two passers, two heaters and two rivet boys—drove 4875 $\frac{3}{4}$ -inch rivets in nine hours.

Records are being broken every day, it is said at the office of the Emergency Fleet Corporation. Engineering News-Record.

MAKING WORK A SPORT.

Charles Knight, an American negro, is the first winner of the Northcliffe prize of \$125 for the best score above previous records in the driving of ship rivets. This husky toiler hammered home 4875 red-hot bolts in a single working day, setting a mark which has started international competition afresh.

The sporting spirit in our shipyards and boiler factories is something new in history. It will be particularly valuable at this time in speeding up production. American labor has caught the spirit of the thing and has issued an international challenge. Directed to their British competitors, the challengers say, "Gangs in every American shipyard now are working to add one or more rivets an hour to an average gang output. Five additional rivets per gang per hour means building one more steel freighter of 10,000 tons in ten weeks."

That is the driving impulse which will win the

war. It is the same spirit which drove through the ooze at Hog Island tens of thousands of piles under the hands of rival crews. Similar enthusiasm gradually will spread through all our war industries and will be sorely felt by the enemy in due time. We need not worry seriously about American labor when it originates such competitions and feels the fire they kindle.

CINCINNATI TIMES-STAR

CLEANLINESS.

It has been noted that some of the Yard employees are very careless in regard to the cleanliness of their clothing and person. Cleanliness of one's person and surroundings are just as essential to health as fresh air and good food.

The face, head, neck and hands should be washed every morning and the scalp should be washed twice a week. The hands should be washed before each meal and after each visit to the toilet. Those engaged in occupations which soil the body and clothing should bathe as frequently as necessary. Bathing promotes the functions of the skin by cleaning the openings of the sweat glands as well as freeing the openings of the sebaceous glands whose secretions oil the skin and prevent it from becoming hardened and rough. Bathing also removes dirt and germs which abound on the skin. The latter may cause boils, carbuncles and in the case of wounds, may cause severe infections even in the most trivial wounds.

Every man should have his own towel and change it frequently instead of using one in common with others, as it is well known that a number of infections may be transmitted in this manner such as itch, skin diseases, gonorrheal infections, syphilis, etc.

In a report of the sanitary conditions of the Portsmouth Yard made several months ago by surgeons of the U. S. Public Health Service the following appears in substance "Maintenance of self respect requires that a workman should have his overalls or working clothes washed occasionally. So long as there is no one to suggest the necessity for a change, he is likely to use the same working clothes for a long period of time. As a result, faces and hands become begrimed more readily than otherwise because the hands when rubbed on the overalls find more dirt to carry away."

This report makes the following remarks about another unhealthy practice existing in this Yard:—"Promiscuous spitting. If, as many authorities believe, promiscuous spitting on the floors of workrooms may spread disease, it would appear that the Portsmouth Navy Yard is in danger of an

epidemic. There is scarcely a building in the Yard in which promiscuous spitting is not carried on by employees. Stairways and walls suffer in particular. Fresh marks of tobacco juice and purulent nose and throat secretions vie with each other in marring the buildings and contributing to possible ill health of employees." The above quoted remarks are not pleasant reading nevertheless they are true. Such diseases as diphtheria and tuberculosis are transmitted by this unnecessary and insanitary practice and it is to be hoped that future inspections of the Yard will not call for such criticism.

F. M. FURLONG

Medical Inspector, U. S. N.

HEALTH ZONE.

The plans for the establishment of a "Health Zone" in the vicinity of the Portsmouth Navy Yard are being gradually worked out through the co-operation of officials of the U. S. Government, the states of Maine and New Hampshire, as well as the officials of the cities and town to be included in the zone.

It is thought that the work will be in charge of an officer of the United States Public Health Service assisted by such inspectors as may be necessary. The officers of the Public Health Service are experts in sanitation and are doing valuable work in the vicinity of our large army cantonments.

The proposed plans will not interfere with the present health organization of the various towns in the zone but will supplement their efforts. By these means contagious diseases will be under control and other faulty conditions considered to be detrimental to the health of all within the zone will be corrected.

The headquarters of the zone will undoubtedly be located in Portsmouth, N. H.

THE ENEMY OFF OUR COAST.

The best evidence that we are getting into the war with both feet is to be found in the reports of the operations of an unknown number of German U-Boats off our Atlantic coast. Ever since General March became chief of staff we have been rushing troops over seas as fast as we could find ships to take them. They are going daily by the thousands, trained, half-trained and some of them considerably less than half-trained, but they are going and they will be trained in England and France. It is an emergency which was foreseen and a resort to emergency measures is therefore necessary. How to stop their going is the problem put up to the enemy.

The U-Boats have failed to starve England or France; they have failed to stop the transportation of American troops over seas, because British, French and American men of war have established and maintained an oversea patrol that has gone far toward reducing the pest of the sea.

By striking on this side of the Atlantic with their U-Boats, in the effort to paralyze American shipping, military and commercial alike, the enemy hopes to divert attention from U-Boat failures to realize German hopes off the French and British coasts, by raising German hopes in respect of operations in the American Atlantic. Here also German hopes will be short-lived. The chief effect of the U-Boats close at hand will not be military, but psychological. Their depredations will stir the American spirit to a new awakening, but they will not stop the transportation of American troops to the theatre of war. Some ships have been sunk, others probably will be. A transport may be among the number, but the U-Boat warfare will be checked "over here" as it has been checked "over there." It is only a question of time, and we can depend upon our Navy to cut the time short.

SAFE USE OF HAND TOOLS.

Although many operations formerly performed by hand are now accomplished by machinery, there still remain many operations that require the use of hand tools. Among those found in machine shops are filing, chipping, benchwork in general and blacksmithing. Many persons think that accidents only occur incidental to work performed around moving machinery, but contrarily a large proportion of injuries in machine shops result from the use of hand tools.

Hand tools, although they appear to be quite harmless, cause many accidents and all such accidents may be directly traced to personal carelessness or neglect. Leaving tools lying about promiscuously, the mishandling of tools, as well as the neglect of keeping them in good condition, are all forms of carelessness that cause trouble sooner or later. When files are used employees should see that all files are provided with handles and that the handles are always tightly attached to the tang of the file. Under no circumstances should a file be used without a handle. When tightening a file by pounding, the metal part of the file should always be grasped, instead of the handle.

There are two ways of using a wrench—a wrong way and a right way. Wrenches should always be pulled in such a direction that the pull on the handle tightens the jaws, thus ensuring a tight

grip of the jaws in the nut. **Never use a monkey wrench as a hammer.** If the wrench is so used, the jaws or the adjusting screws may be damaged so that the wrench when again used does not perform its duty and bruised knuckles may result.

Altogether too frequently are hand tools used where the heads are worn, burred or mushroomed. When such defective tools are used, flying spalls or burrs are likely to fly and inflict cuts and bruises. Should a flying particle strike the eye of an employee, permanent injury or even the total loss of sight may result. Consequently it is recommended that punches, chisels and other similar tools be properly dressed should the heads in any way become burred.

Split handles and handles insecurely fastened to hammers should be replaced by sound handles which in turn should be rigidly fastened.

Broken and bent tongs are unsafe and before being used they should be repaired or put in a safe condition.

Whenever an employee is bruised, cut or in any way injured, even though the same may appear insignificant, he should immediately go to the Dispensary and be properly treated. Serious cases of blood poisoning are often developed from trivial injuries.

NEW RESTAURANT

The time is rapidly approaching when the present congested condition of our Yard Restaurant will be materially relieved, for the new addition is nearing completion.

The new addition was carefully designed relative to sufficient light, good ventilation and maximum seating capacity and quick service. In addition, the end of the new extension for a width of thirteen feet, has been given over to a stage with its contiguous dressing rooms and lavatories. When completed, a total seating capacity of over 500 persons will be provided. The chairs and tables will be designed so that they may be easily removed when occasions arise to use the dining room for theatrical performances, lectures and other meetings.

A double cafeteria plan was followed in designing the layout, whereby two lines are formed at a point most remote from the serving places. In other words, the entrance will be at the easternmost part of the new addition. The diners as they enter will form two lines, one line moving along the south side of the addition and the other along the north side past the stage. Each diner when he arrives at the proper point will pick up a tray and his

silverware and then slide his tray along a foot-wide tray-resting board. Meat and vegetables will be served first, then the desserts, and finally coffee, milk and beverages. By that time the diner comes to a point where he is ready to leave the serving table and come back to the main dining hall. Before leaving, he passes a point where his ticket is punched.

The exit is at a point where the new addition meets the former existing restaurant and where a cashier will receive payment for amount of food eaten.

One half of the present restaurant space will be given over to the new kitchen layout and serving table arrangement and the other half to a special room for the officers and clerical force. The entrance to this room will be by a special door, and a special serving table place will be provided.

The space made available by moving the kitchen will be used as a pastry and preparing room.

The new addition will be 76 feet 6 inches long and 80 feet wide and will have a monitor roof some 24 feet high. When completed there will be approximately four times the present available floor space.

NEW DISPENSARY ADDITION.

It is expected that the new addition to the Yard Dispensary will be ready for service some time in July. When completed and equipped it will be difficult to find another Dispensary its equal.

The present Dispensary building is forty feet long and thirty-five feet wide and is three stories high. The new addition will be of equal height and width but forty-seven feet long, making a total length of eighty-seven feet in all. The present existing dispensary building will be connected to the new addition by a main corridor in the first floor.

On the first floor of the new addition are located the following rooms: An examining room, a surgical dressing room, an operating room, a waiting room and a ward room with connecting lavatory. The surgical dressing room will be connected by suitable passage to the operating room so that in reality these two constitute one large room. The operating room will be equipped with the very latest scientific devices, and one of the most important features will be the method of light distribution.

The second floor of the new addition will be given over to the general hospital corps room, a senior medical room, a special room for sick women or officers, a Directors' or Board room, and a lavatory. The lavatory will be connected by a passageway to a bathroom where shower baths and other

equipment will be found.

On the third floor will be found the chambers and bathrooms for the hospital corps.

The first floor of the present Dispensary will be fitted out somewhat differently than the present arrangement. In this section will be found the pharmacy room, a room for records, an office, a reception room and a medical store room.

In the new addition there will also be available a fine basement and the space will be given over to a venereal treatment room and general storage rooms.

The new building is of brick and of colonial style architecture. The approach to the new addition is indeed unique, for there is a French window with a balcony reminding one of the "Romeo and Juliet" types.

When put into service the employees of this Yard may truly consider themselves fortunate, for it will be one of the most finely finished and equipped dispensaries to be found in any of our Navy Yards.

AN INDIAN STORY.

President Wilson some time back related the following to an audience gathered to hear a Red Cross appeal:

"I heard a story told the other day that was ridiculous but it is worth repeating because it contains the germ of truth. An Indian was enlisted in the army. He returned to the reservation on a furlough. He was asked what he thought of it. He said, 'No much good, too much salute, not much shoot.' Then he was asked 'Are you going back?' 'Yes.' 'Well, do you know what you are fighting for?' 'Yes, me know fight to make the whole damn world safe for democratic party.'"

Evidently the Indian misunderstood some innocent sentence of the President, nevertheless he hit the nail on the head for what he really meant to say was to make the whole world democratic in the sense of community of interest and of purpose.

THE AMERICAN'S CREED.

I believe in the United States of America as a Government of the people, by the people, for the people; whose just powers are derived from the consent of the Government; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union, one and inseparable, established on those principals of freedom, equality, justice, and humanity, for which American patriots sacrificed their lives and fortunes.

I therefore believe it is my duty to my country to love it; to support its Constitution; to obey its laws; to respect its flag; and to defend it against all enemies.

—WILLIAM TYLER PAGE

EDITORIALS

Failure usually teaches a more valuable lesson than success.

A rule in the Battle of Life—No man is defeated until he acknowledges it himself.

A man's purpose, like a rudder, though out of sight, keeps him straight.

Some of life's worst bumps are when we tumble to ourselves.

"We must realize to the full how great the task is and how many things, how many kinds and elements of capacity and service and self-sacrifice it involves."

—WOODROW WILSON

This is our opportunity to demonstrate the efficiency of a great democracy."

—WOODROW WILSON

"America's safety, America's ideals, America's rights are at stake. Democracy and liberty throughout the world depend upon America's valor, America's strength, America's fighting power. We can win and save the world from despotism and bondage only if we pull together. We cannot pull apart without ditching the train. Let us go forward with unshakable purpose to do our part superlatively. Then we shall save America, restore peace to a distracted world and gain for ourselves the coveted distinction and just reward of patriotic service nobly done."

—W. G. McADOO

SHIPBUILDING ACCIDENTS.

Due to the present situation in which we find ourselves, namely, that of speeding up production so that our ships may the more quickly be put into service, we know that more accidents are likely to result than if we were working under more normal conditions. However, if the following recommendations are observed by all employees, our accident list is sure to lessen.

Accidents from falling objects are of frequent occurrence. Bolts, drift pins, wrenches, hammers, planks and various other tools and materials are often displaced or accidentally dropped. Moreover, the vibration resulting from riveting and hammering cause things lying around promiscuously to fall

below where other employees may be working. It is asked that all employees working around the construction of ships take special care to see that tools are not left lying around carelessly.

If dangerous conditions such as insecure scaffolding are noticed they should be immediately reported to the foremen in charge, or a note left at the office of the Safety Engineer.

The platform planks of ship stagings are not secured at their supports so that the constant vibration may cause the planks to shift or "creep" whereby dangerous positions may result.

Cuts due to handling of steel plates with sharp or ragged edges, finger bruises and lacerations from hammer blows are quite common. When such accidents occur to employees, they should immediately go to the Dispensary for treatment.

The most common injuries are the eye injuries and whenever an employee gets anything into his eyes he should go to the Yard Dispensary immediately and have it removed. Under no circumstances should an employee ask a fellow employee to remove anything from his eye, for such a proceeding is dangerous. Many cases are on record whereby workmen lost their sight because of such gross carelessness.

Safety goggles may be procured from your foreman upon application. The goggles purchased by this Yard are purchased according to the most rigid specifications. These specifications were drawn up by the Safety Engineers working with representatives of the Bureau of Standards and only allow the best and safest goggles to be purchased. It is hoped that each employee will procure a set of safety goggles and wear them continually.

WOODWORKING HAZARDS.

As in all other departments, the careless and inexperienced employees are the ones most frequently injured.

The clothing worn by the employees of wood-working departments is of great importance if accidents are to be reduced appreciably. Loosefitting, torn or ragged garments or unbuttoned coats or jumpers cause numerous accidents.

Splitter knives have or are being attached to all circular saws and should not be removed except in special cases. Sawyers should not stand in a direct line with the saw, for "kick-backs," caused by saws becoming pinched or striking knots or cross-grained sections of the wood, occur occasionally.

The cleaning around of moving saws, or the brushing off the tables while the saws are in motion,

is dangerous. Cleaning, oiling or repairing of any part of a machine should never be done while the machine is in motion.

Shaper knives should be carefully and securely fastened to their spindles to prevent them flying out.

MORE RECORDS SMASHED.

John Omir employed at the yards of Workman and Clark in Belfast, Ireland, drove on June 6th 12,209 $\frac{7}{8}$ -inch rivets in nine hours into a standard ship. Last week this chap beat the hour record for the United Kingdom.

During the week ending June 4th a crew at the Superior Shipbuilding plant drove 5392 $\frac{7}{8}$ -inch rivets in a day and another crew drove 5179 $\frac{7}{8}$ -inch rivets.

THE MAN WHO DOES THINGS

By CHARLES H. HORTON

There's a call gone out to you, too,

You men in overalls,

Who can twist a nut or drive a pin—

The mightiest of calls.

A call to the man of mechanics,

To the man of the bench and tool,

A call to the Man Who Does Things

With his eye and a bit of rule.

A call to the man on engines,

From base to compression cup.

A call to the man who can set a valve,

To the man who can crank her up.

To the man who can pour out babbitt,

To the man who can weld a joint,

To the man who can head up a rivet,

To the man who can grind a point.

To the man who can cut a gear tooth,

To the man who can chip a lug,

To the man who can face a pipe flange,

To the man who can sink a plug.

To the man who can chuck a casting,

To the man who can chase a thread,

To the man who can run a planer,

And set one up on its bed.

There's a call gone out—a call men!

A call from the Boss on High,

For men who can serve behind the men

Who fight in the fields—and die.

A call to the man of mechanics,

A call that is strident and true,

A call to the Man Who Does Things,

A call from the nation to you.

—From The American Machinist.

THE WORK THAT YOU DO EVERY DAY

LET the work that you do every day be dedicated

To the memory of the babies of France and Belgium who have been impaled on bayonets and carried off over the shoulders of German soldiers *that your baby may never be in danger of a like death.*

LET the work that you do every day be dedicated

To the memory of the little boys in the invaded districts of Europe who have been crucified—*that your own boy may not be in danger of being crucified*

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED

To the memory of the little girls of Belgium and France who have been carried into a slavery far worse than death *that your daughter may not be in danger of thus falling a victim to German barbarians.*

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED—

To the memory of the mothers of Europe who have seen their children slaughtered and their husbands with bound hands driven away to a fate unknown, *that the mothers here may not see similar processions in your own streets.*

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED—

To the white-haired women of Belgium and France who have seen honest men dig their own graves—*that the white-haired of your family may not suffer a like agony.*

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED—

To the memory of the Allied soldiers who have been crucified upon doors because they fought for civilization and justice *that justice may be done you and yours.*

LET the work that you do every day be dedicated—

To the manhood that is in you, that you shall have no remorse when broken men come back from the battle front—*so that empty sleeves and sightless eyes shall not as instruments of your own conscience reproach you by day and haunt you by night because you at home failed to support our men while they fought in France.*

Any Person desiring to know the authority for statements of German atrocity made in the foregoing may obtain the information by writing the Conference Committee on National Preparedness.

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED

To the memory of the beautiful cities, villages, orchards, and fields of Europe, now blackened wastes—*that your own beautiful towns and fields may not be turned into places men will avoid.*

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED

To the memory of the once happy homes in Europe which the Hun burned after murdering the inmates *that your home may not become the funeral pyre of your family.*

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED—

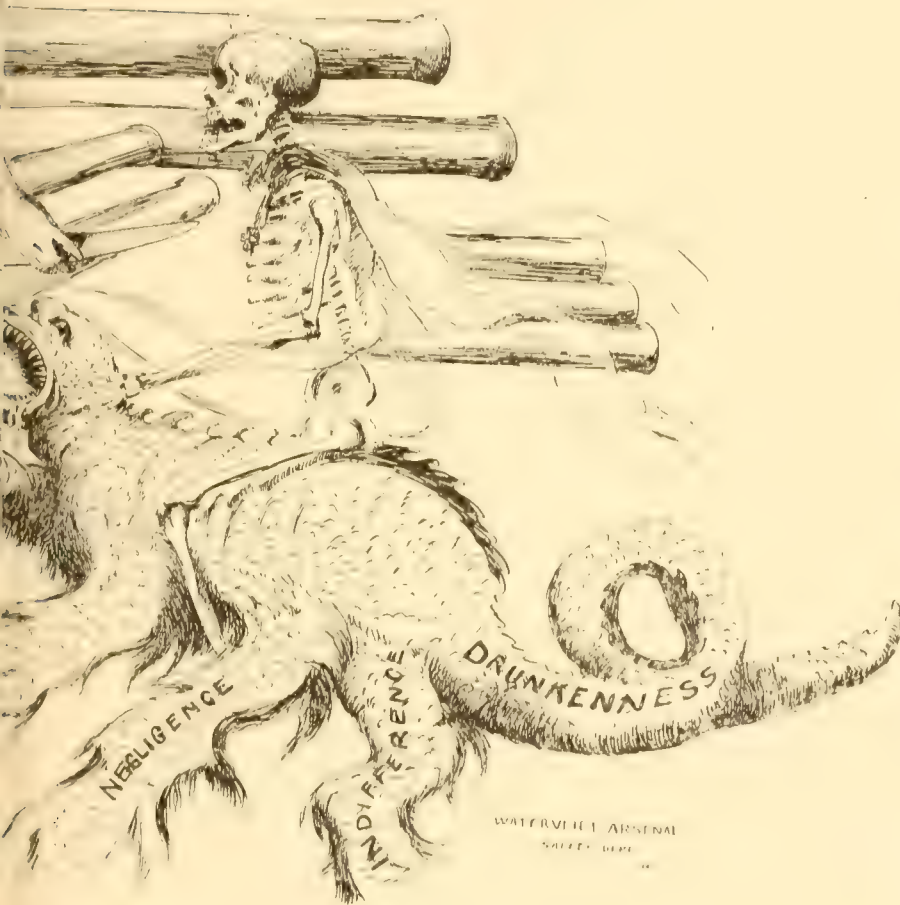
To the memory of the nations that have been crushed and scattered—*that your own nation may not be destroyed and that your people may not be driven forth like the exiled multitudes who have died in the fields and the highways.*

LET THE WORK THAT YOU DO EVERY DAY BE DEDICATED

To the manhood that is in you that you may not desert your brother who has gone to the battle front, that you may not desert your nation now that it needs you, that you may not be tricked into imperiling the safety of your wife, your daughter, your mother, *when the smooth-tongued enemies of your country come whispering to you.*



THOU SHALT NOT PASS"



WATERVILLE ARSENAL
MADE IN U.S.A.

SOME RECORDS OF OUR OWN

On May 7th the employees of the Sheet Metal Shop made up their minds to show their neighboring craftsmen that they intended to make an earnest and conscientious effort to drive a blow home against the Huns. As a result of this spirit of determination the pan-makers on the 7th of May smashed records. The record they created was the making, assembling and delivering of 800 large bread pans. There were 4800 parts in all to be cut and assembled and 3200 rivets to be driven.

On May 28 another record was broken when the same pan makers made 600 roasting pans. During this run 5400 parts had to be cut and assembled and 6000 rivets driven. This pan is one of the most difficult manufactured being made of reinforced iron and having three straps.

Hereafter the motto in the Sheet Metal Shop will be "Boost the Liberty Pan."

On May 23rd, Michael Lynch started in to make a record on driving rivets, and he succeeded in his effort. Lynch was driving up frames on submarines in the new building ways. The rivets were 3-4 in. snap point rivets. In the eight hours he drove 1938 rivets which is away above any day's work which has been done on the submarines.

While it is true, as has been said by some, that such records cannot be kept up every day, it is nevertheless an encouraging fact that a Yard mechanic, of his own volition, will make a record such as this, and the Manager desires to commend Lynch not only for the number of rivets driven by him, but also for the spirit he has shown in undertaking, at his own initiative, to make such a record. It is such a spirit that has enabled the Marines to drive back the Huns in recent battles and it is such a spirit which will win the war. In fact, it is the real American Revolutionary and Civil War spirit shown in every-day work.

More strength to your right arm, Lynch.

On May 29th, J. Crowley, who had been in the Riveters' School for three weeks, drove 2115 rivets. These were 5/8 inch snap point rivets. While these rivets were not driven in new ship work, they require the same amount of strength and the same

JEST JOKE TREE CHIPS.

"A mile on sea is more than a mile on land, isn't it?"

"Yes; it's about one-seventh more."

"Can you tell me why?"

"Oh— well, things swell in the water, you know."

Customer —"Here, waiter! Olives, half a melon, and some cracked ice."

The Waiter (loudly)—"Dumdums, half a bombshell and a bowl of shrapnel."

Doctors always write their prescriptions in Latin and bills in English. There's a reason.

If the women keep on knitting they'll soon be swapping yarns.

A gentleman traveling on horseback not long ago came upon an Irishman who was fencing in a most barren and desolate piece of land.

"What are you fencing in that lot for, Pat?" said he. "A herd of cows would starve to death on that land."

"And shure, your honor, wasn't I fencing it to keep the poor bastes out of it?"

Possible Employer "Hum. My boy, do you tell lies?"

Jimmie "No sir, but I kin learn!"

The sea of matrimony contains few thought waves; but it requires plenty of sand, the long green, some fish stories; and some little buoys always make the sailing smoother.

Those Rural Profiteers. And men relate that Mrs. Newlywed went to the grocery store to do her morning marketing. And she was determined that the grocer should not take advantage of her youth and inexperience.

"These eggs are dreadfully small," she criticized.

"I know it," he answered, "but that's the kind the farmer brings me. They are just fresh from the country this morning."

"Yes," said the bride, "and that's the trouble with those farmers. They are so anxious to get their eggs sold that they take them off the nest soon!"

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Then practice economy with Mr. Shaw.
Go to his market for fish and meat,
Eggs and vegetables fresh and sweet.

His prices are lowest,—cash you must pay
And carry your bundles home each day
Excepting orders of four dollars or more
Which will be carried straight to your door.

Shaw's Cash Market

18 PLEASANT ST. PORTSMOUTH, N. H.

Formerly CLARK'S BRANCH

"I SAW IT IN THE LIFE BUOY"

MACHINE SHOP

It is said that manager George Kane is taking an I. C. S. course in baseball.

Since the advent of our fair office force it is noticed that Ralph and Johnnie don't drop their checks as early as they used to.

The party that was to have taken place at Wallis Sands has been postponed. Nothing doing "Neddo."

We hear that McManus is very earnestly considering taking up a residence at Christian Shore.

Pray is getting to like the eight hour law.

Forrest Holbrook has hardly smiled since he was made Leadingman.

Rheumatism, grippe, indigestion, fallen arches, pneumonia and other lesser chronic ills are on the decline since the first of May.

Jesse spends his week ends at Kennebunk.

We hope Eddie will be as generous with his strawberries, as he is with his onions and radishes.

The exhaust from John Watts Oliver has become so obnoxious, that Charley Lovell is going to purchase a gas mask.

The shipping board is going to lay out the river above Portsmouth Bridge into zones, and will try to eliminate all controversies over the possession of drift wood. Is that so "Chuck?"

Any strong semi-professional baseball team wishing to secure a game for the 4th of July, should communicate immediately with Manager A. R. Lord, Bldg. No. 80.

See "Slippery" for tickets on the "Complex." He is going to purchase a razor with his commission.

Ouch! My 'sore arm, look out will you; I have just been vaccinated.

Anyone desirous of securing a cottage at York Beach for the summer, may do so by applying to Mr. B. H. Jones.

When Taylor of the Old Timers knocked out a home run the other day, a new man was heard to ask if that was one of the apprentice boys. We are sorry to say that Oscar then "gave himself away" by allowing his hat to blow off.

Clough and Carver think that the follies are immense, if it were not for the footlights, it would be almost necessary to have a fence constructed around the front of the stage.

Kittery Matrimonial Club race. Result of the 9:30 free for all class. Distance, 1 month, track fast. Winning Ways (Ralph) 1, 2, 2, 1, 1. Disposition (Bill) 2, 1, 1, 2, 2, 2. Time 6 days, 6 days, 6 days, 7 days, 5 days.

In a sensational ball game at the Bldg. No. 80

diamond, Saturday June 8th the Old Timers with Spinney in the box and Plumpton catching won from the Young Stars, with Mog and Caverly as battery, by the score of 8 to 0. This defeat was a blow to the pennant aspirations of Manager Kane as his team had up to this time a chance for the flag. From the outlook now there seems to be nothing to it in the larger race but the Old Timers. Great credit should be given the Old Timers as they were greatly handicapped, by the absence of their star outfielder Taylor, and shortstop Manager Loud. As Manager Kane was under great expense in securing Mog the star pitcher of the Standpipe Independents for this game, he is somewhat grieved over the result.

Manager A. R. Lord has secured a most promising pitcher in his new recruit, Fred Gilkey.

Mark Boulter informs us that owing to the great demand for hand bilge pumps and barrel bolts, he will be unable to furnish any material for the Life Buoy this month, however, we hope that by the next issue he will come forward with a number of interesting articles. We assure him that his contributions are greatly appreciated by all.

"Brownie" says that if Bldg. No. 80 was situated at Hampton Beach, he would be willing to work nights all the time.

CONTRIBUTED BY THE TURRET GANG

We would like to tell a story
Of a man you all know well
Who buys a lot of candy
For some girls who he says are nice.
He says that buying candy
Makes the cost of living high
But for girls like those we speak of
Good candy he must buy.
Now all you single fellows
And married ones as well
Please try and keep it quiet
Or his wife, someone will tell.

ELECTRICAL SPARKS

Miss Elsie M. Clark, our popular time clerk, demonstrated her strength when it took three men to hold her while she was being vaccinated.

Johnnie Bryant, our efficient storekeeper, failed to get away with his self inflicted scar and nervously had his arm scratched. We hope the last result will bear inspection.

We know that the rainbow has all colors but one should see Meloon's face when it comes to being vaccinated.

“A Penny Saved Is a Penny Earned

We can help you save a
good many pennies on

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See Mr. WOOD

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Candies, Soda, Cigars, and Home Bakery.
Home of the famous Goldenrod Kisses,
over 13 ton sold last summer. Made fresh
every day except Sunday. A pound box
mailed any place in New England for 36c.

The young fellows have to take off their hats to Archie for he knows the Office girls have a sweet tooth.

Nick is putting his men through a weekly military practice. They now show marked improvement, obeying Nick's commands instantly.

The girls in the Office appreciate Happy's untiring efforts to put them "in right" with the boys.

The young lady who accepted the invitation to ride home on a motorcycle and then got cold feet has not yet gathered courage enough to go although the invitation still holds good.

We wonder why Mr. Chesley likes to telephone so frequently to Building 89.

We wonder why Freddie forgets to drop his check so often.

PAINT SHOP

As the rabbit season is gone we are depending on Fred Lord to furnish us with berries and other good things.

Anyone wanting change for a twenty or fifty see Hanscom as he is more than generous.

Miss O'Brien our new time-keeper is doing well. We wish her the best of luck.

We were very sorry to hear of the death of our old friend Capt. H. D. Conover and our sympathy is extended to the family in their bereavement.

Leach will need some crop to offset the time he spends in planting his garden.

Rossley recently purchased an automobile. We have not seen much of him since.

It is suggested that the men of this shop meet and appoint a committee to look after charity funds that are so frequently required. It is further suggested that a sum of ten cents a week be contributed each week. Then when a call comes in it is automatically taken care of by the committee. At the end of the year if there still is money left it can be spent in providing amusement or a banquet for all the employees contributing.

TRADE SCHOOL NOTES

The first term of the Trade School is about completed and there is no question about the school being a success. There are now over 200 men enrolled in the school and practically every one has shown a remarkable interest and exceptionally good work.

For a time the shipfitting branch of the school was somewhat handicapped owing to a lack of sufficient instructors but this has been overcome in that a certain number of men in the school have been made leaders for the different gangs.

The instructors in the school have all worked very hard and it is due to their determination that the school is functioning so highly.

SHEET METAL SHOP

Among the recent arrivals in this shop, there were three young ladies for the office force.

The cigars were going the rounds a few days ago after Richardson returned from his trip to York Beach.

Speaking of being prepared—only a few men from the whole shop had to be vaccinated. The rest were all prepared.

Did you see the large blue print of the record made in this shop May 7 and May 28?

KEEP IT UP.

Louis had a weak heart the day the Doctor was here—But! at last he gave in and was vaccinated without taking ether. He said it didn't hurt.

Better pick a soft spot out in the open, next time you want to fall—Bill.

The President told Hoover to have us save on food, that the boys at the front might have plenty to live on—

So I'm planting corn and taters,

And raising beans and peas.

Very soon I'll have tomatoes,

Even cukes up to my knees.

For we must raise more foodstuff,

Or let our boys starve,

Over in those mud filled trenches

Where the cooties love to dwell.

JOINER SHOP

Bill tried hard to get that Pig by buying a heap of tickets. However, he has to content himself by doing his own squealing.

Some of the boys say that the air in Haverhill is of the most invigorating quality to be found in New England. It is not nearly so dry and suffocating as in Portsmouth. It is feared some of the boys get lost when they go over the top, for they fail to show up on Monday.

Mel you saved the basket but where is the contents?

Charlie is a little chap,

He being hardly ever seen,

But whenever things go wrong,

Charlie's right there and it don't take long.

It's Charlie this, and Charlie that,

And Charlie everywhere,

So let's all get together

And give Charlie the backing he desires.

HENRY PEYSER & SON

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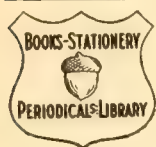
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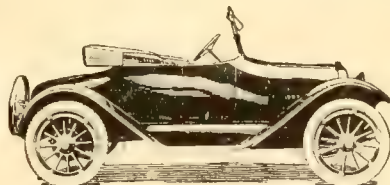
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from head to foot in dress and work clothes
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Simplest, most economical Auto built. Will pass anything on high and hold the road at 50 to 60 mile speed.

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51 to 60 Bow Street

Portsmouth N. H.

"I SAW IT IN THE LIFE BUOY"

SUB. DRAFTING ROOM

Expressions of regret at the illness of Mr. Curtis are heard all over the drafting room and we all wish him a speedy recovery to good health.

A very pleasant surprise was tendered Irvin F. Kent on his return from his honeymoon, he being the recipient of a cut glass water set from the "boys" of the office. In a few well chosen words Mr. Coffin expressed the sentiment of his co-workers and Mr. Kent responded nobly.

The Rye delegation is steadily increasing in numbers and we expect Ball and Brown (the inseparables) will soon start a jitney line in that direction.

The next time Ray comes to town it is hoped that he will go home before the "wee sma'" hours.

The number of the telephone in the Sub. Drafting Room is 64. Farrington, please take notice.

Anyone wishing to know the best auto road to Eliot ask Scriven. There's a reason.

Do you want to sell a house? Do you want to buy a house? See Colliton. We expect John will soon be handing in his resignation as treasurer of the C. B. O. D. and joining the retired class.

July (Tentative) A. W. H. & H. P. B. The best of luck, boys.

My Baby is some kid. L. Z.

R. E. C. chief Draftsman, (acting). We are all with you Bob.

It is rumored that there will soon be another star in our service flag as our efficient file clerk is about to join the colors. The best of luck Denny.

This will introduce our new arrival, L. W. Sargent. Howdy, Sarg!

An echo from Conlon's trips to Portland.

How much are Pall Malls?

50c a box.

Give me a box of Hassams.

WE WONDER

What happened to Snow on his last trip to Rye

How the chicken business of Rosen & Zislin is coming along.

How much the housing situation was helped when Carey endeavored to find a few homes in Dover for some of the boys.

If the ball game between the married men and the single men will be played at the picnic on July 4th.

Why Pattee wears such a pretty bow tie since the girls started to work in Mr. Collin's office.

Why Conlon did not want to move his desk into the Drafting Room. Cheer up, Charlie, we may have some ladies in the drawing room, soon.

ASK TO SEE

Stiansen's Patriotic Shirt.

Kimble's Income Tax Return.

Guggy's Poll Tax Receipt.

Coffin's list of Creditors.

Downing's Vaccination Scar.

PATTERN SHOP

WE WONDER WHY:

Twitchell always has the blues when he comes back from home.

"Vivie" Nelson is angry at Brit.

THEY SAY THAT:

Neal will not be going to Boston so often now as Portsmouth has suddenly become very attractive to him.

McCabe, Hanabury and Niles have started a race, (human race).

With another year of steady work, Locke and Peaslee will be able to retire.

We don't miss the pig.

Ralph Nelson is afraid of the Blackhand gang.

He examines closely all his mail before he opens it now.

The boys here are going over the top for the co-operative store.

The boys are fond of animals at Camp Lookusup.

The Blackhand has a victim in the Pattern Shop.

Ask Brit about the new mascot that he met at Camp Lookusup at 12.30 A. M. Sunday. They say that a tree was his only weapon.

D. A. and Rummy are well informed on matrimony. Wonder where they got it.

Does Halfshot still dream of his "Lizzie?"

"Topics of the Hour"

Who will be the first one to get married from Camp Lookusup?

The betting is heavy on Brit, Carl and Smithy.

Why do they call R. Nelson "Vivie?"

When does the summer ever come to Portsmouth?

Britton has brought to Camp both a cat and dog. Neither have stayed very long. Perhaps he would be more successful with a little "Old Crow" or white mice.

Smithe The Basket. Get ready your turn next.

Give all your work to Nelson & Nelson Co., Buckers-up & Butters-in. Office open night and day, Sundays included.

Up to date Britton has not caught his first fish. We don't think he could catch one in the dry dock even if it was pumped out.

Page & Shaw Candies

Sole Local Agency

Adams Drug Store

ON MARKET ST.

Portsmouth, : : N. H.

ITS NO USE

Telling you a long story about advancing prices. You know as much about it as I do. But I want to tell you that I have a large stock of CLOTHS, bought to secure old yarns and dyes, at a much lower price than they can be found today. If you need a SUIT this year BUY IT NOW.

WOOD, The Tailor

15 PLEASANT ST. PORTSMOUTH, N. H.

THE PORTSMOUTH FLOWER SHOP

A. C. CRAIG, Manager

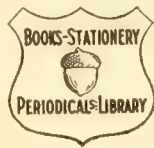
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YORK BEACH, MAINE

"I SAW IT IN THE LIFE BUOY"

BOAT SHOP

When this Hunnish War is over, Uncle Sam

And we've shown them how to do it like a man

We will drive them from our shore

To return here never more

Then the World will rest in peace Uncle Sam.

We are waiting for the day

When the smoke has rolled away, Uncle Sam

Then our sailor boys in blue

Will come sailing home to you

With their hearts so tried and true Uncle Sam.

—The Boat Shop Poet.

Of all the shelled bugs that roam around, the
Beetle beats them all.

Heard in The Boat Shop—

We wonder why the men in the office have been
wearing their best clothes to work lately?

Some of the boys in the shop say that Central
Park is "SOME" place.

Dan Cupid has started to make a clean sweep
in our office force. How about it girls?

Shaw has been trying to run his "Vacuum
Cleaner" without gasoline but he finds it cannot
be done. Twice the engine has suddenly stopped
while out on the country roads and he was forced
to telephone to Portsmouth for gas.

The Boat Shop surely is booming these days.
The number of employees has increased nearly 25
percent in the last year. A large order to build
boats was received recently and the work is now
well under way.

We notice several signs have been put up at
the Main Gate showing how some shops are speed-
ing up but the Boat Shop doesn't particularly be-
lieve in signs. Actions speak louder than words
and the beautiful emblem that floats over building
No. 60 represents the speed of the Boat Shop.

We wonder why Harry makes so many trips
to Scarborough in his new Chevrolet?

"NEW SUBMARINE WAYS"

Bldg. No. 115.

It is rumored that Leadingman Ed. Snook has
taken an interest in a lobster business as a side line.

Everyone can tell when 4.15 P. M. arrives
without consulting their watches for at that time
our genial janitor G. H. Strangler makes his daily
call.

The work in this building is progressing rapid-
ly.

Rivet Counter Brother Ayers is certainly on
the job now-a-days.

Osgood the time keeper says "he knew it all
the time."

Who has got it?

We cannot find it anywhere

FOUNDRY NOTES

Dick Fullam has returned to work again after
a two years absence.

Cheer up, boys. We hear from good authority
that Jack Keenan will pass us all a fine cigar very
soon.

Sunset league patrons tell us that Jack O'Brien
still refuses to give up the idea that he is as young
as any of the other players.

We wonder why some of the boys are always
anxious to know where a fellow is going, and when
he will get back, whenever anybody goes out for a
few days now.

If any more of you fellows are thinking about
buying a new car we know you can learn some-
thing to your advantage by consulting Walter or
Jack. Here are samples of the good sound advice
they will start you on—A car will not run without
gas,—always release your brake before attempting
to start your car.

We see that the prosperity wave has struck
you, Omer. If you need any advice about your car
don't forget what has just been said.

If I were you Jerry I would try some other
Lawrence guy who would do more for me than Dick
has so far.

We hope no ill effects (especially to the young
ladies) will result from the recent vaccinations in
the shop.

We can guess how you feel, Marion, but never
mind, we know he will return to you a hero.

We have at least one good singer on our new
clerical force. Keep it up, Margaret, we like to
hear you.

We admire you for your loyalty to your home
town Lillian.

G. R. P. is taking a vacation to put his war
garden in shape.

Charlie Hinckley is still waiting for his Roller
skates.

The nickel gang in the coreroom don't care
what they do with their money.

O'Keefe is very curious to see York Beach.
Electric car rates are high these times, Jack, why
don't you consider a fellow's pocketbook and give
him a ride over there in your flivver?

Somebody said that they recently saw Jake
Donnelly coming from the public library with an
edition of "How to express yourself in Italian."
There's a reason.

Wanted good items for next month's issue.
It is hoped that everyone will have something to
contribute for a little help from each one makes
the whole proposition comparatively simple. We
wish to make our column as good if not better than
any other on the yard.

CLOTHES OF RELIABILITY

At this store you may be certain of finding merchandise that you can depend on. This means something in these camouflage times. Our prices are right. Our service awaits you. We fit men out from head to foot.

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NEW HAMPSHIRE

SPAR SHOP

Howard, one of our Leadingmen, says that he doesn't care how often Mr. Young sweeps the floor, because there is usually money in it.

Number 65 is on the map, they may not have as many as their sister shop No. 45 but they are nevertheless there.

What became of the Nails Tobey ordered for the Sub. Model building?—Sleuth Williams ironed the case out to the satisfaction of all.

Some of the boys feel uneasy since they were vaccinated but, believe me Mr. P. doesn't.

Varney had his arm scraped but that didn't stop him from drowning a ———

The ladies are doing grand work, profanity has ceased amongst the wicked and the boys are sprucing up a bit,—lately.

MY SPENDING CREED

In these days the miser is not the patriot. He hoards. He robs money of its right to circulate, and in war times this right becomes a necessity. Therefore, I will not be stingy.

I will try to buy more sensibly than I have been. I will often fail at this. But I will strive to bear in mind that where my expenditure is going to be for a passing sensation of thirst, or a chance craving for sweets, or a needless submission to the dictates of vanity, to think of each and every such expenditure in the light of my government's need, rather than my own. Every quarter is a potential Thrift Stamp. Not all of my quarters need to be turned into Thrift Stamps; Uncle Sam doesn't wish it. He does, however, hope that I will each week acquire at least three or more Thrift Stamps, and if all fellow-Americans do the same, his Two-Billion-Dollar quota for war savings will need re-auditing by McAdoo.

To offset my tendency to spend in the customary peace-time manner, I will strive to be doubly efficient in my work. Here, after all, is the true key to the war strength of a nation which carries it over the top; not niggardliness, not restriction, not personal penalization, not the denial of necessities, is going to win this war; but redoubled energy, expanded ability, multiplied contacts, keener, quicker and more capable action. I am sure that if I apply this standard to the day's work, the day's savings and the day's spending will take care of themselves.

To this end I shall be doubly studious. I shall try to discover new outlets for my business and overlooked curtailments with other efficiency. I shall find that a personal inventory will reveal leaks in energy, wastes in thought, dissipations in deed,

whose elimination will mean progress and profit.

In the doing of these things, even to but an approximate extent, I shall be taking the government into partnership for both the successful prosecution of the war and the successful prosecution of business.

I have put my creed here in words, that I may frequently read and remember, and then act. And if this creed shall shape me nearer to the standards of citizenship America needs now, I have an earnest hope that it may serve to do the same for my fellowman.

AN OFFICE.

An office is a funny thing: Each morning certain men

And certain girls and certain boys come into it again

And hang their coats on certain pegs, their hats on certain hooks,

And sit them down at certain desks in front of certain books.

They all have certain work to do in just a certain time,

Concerning certain dollars for a certain fixed period;

And then at just a certain hour, in sunshine or in rain.

They close their desks and hurry out to catch a certain train.

An office is a tragic thing when that is all there is, When each one has his certain work and certain way of his

And wallows in a certain rut and never seems to see That there are certain other ones in life as well as he.

For he would find a certain fun in certain other ways,

If he would give a word of cheer on certain busy days—

When problems vex, when certain things require a helping hand,

Would give a certain sympathy that mortals understand.

An office is a pleasant place—at least, a certain kind That has a certain brotherhood, where day by day you find

Some neighbor with a new idea he's glad to pass along.

A certain sort of friendliness, a certain sort of song, There is a certain duty that we owe to other men

To help them when they need a lift, to steady them again.

An office can become in time, to man and girl and boy,

A certain kind of fellowship, and work a certain joy.

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"I SAW IT IN THE LIFE BUOY"

UNCLE SAM AND YOU

The United States has put on the grim toggery of war. 'Mid tears and cheers our soldiers are leaving for the front.

Uncle Sam is sounding the call of duty the clearest call he has ever sounded. He has begun to battle for the rights of mankind, FOR THE FREEDOM OF HIS OWN PEOPLE.

If chance or circumstance has decreed that you shall not carry a gun, IT HAS NOT DECREED THAT YOU SHALL SHIRK A BURDEN. To be exempted from the great army at the front means to be drafted into the great army at home

From duty, and responsibility, and service, and real genuine fidelity to Humanity and the Cause of Freedom, THERE IS NO EXEMPTION. There cannot be.

The soldier marching to the front leaves extra burdens behind. Of necessity he leaves extra duties and extra responsibilities. Tasks which he is forced to abandon, YOU must take up.

In spirit we must follow the soldier to the front sustain him with food, supply him with ammunition, arm him with equipment and guns support him while he fights.

Industry must reinforce arms. RESOURCES ARE AS NECESSARY AS RECRUITS.

Humming factories mean hurling shells. To speed production is to hasten victory.

Service is the watchword of the hour.

On the battle front and at home Uncle Sam needs millions of hearts and hands.

Have you given YOUR heart and hand? Are YOU a real soldier?

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We know our Suits are FRIEND-MAKERS and when you've bought here once or twice you will realize it pays to come to Dover and in turn you will speak a good word to some friend of yours. That is Why this store is to-day doing such a large business. We sell Good Shoes as well as Good Clothes.

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"I SAW IT IN THE LIFE BUOY"

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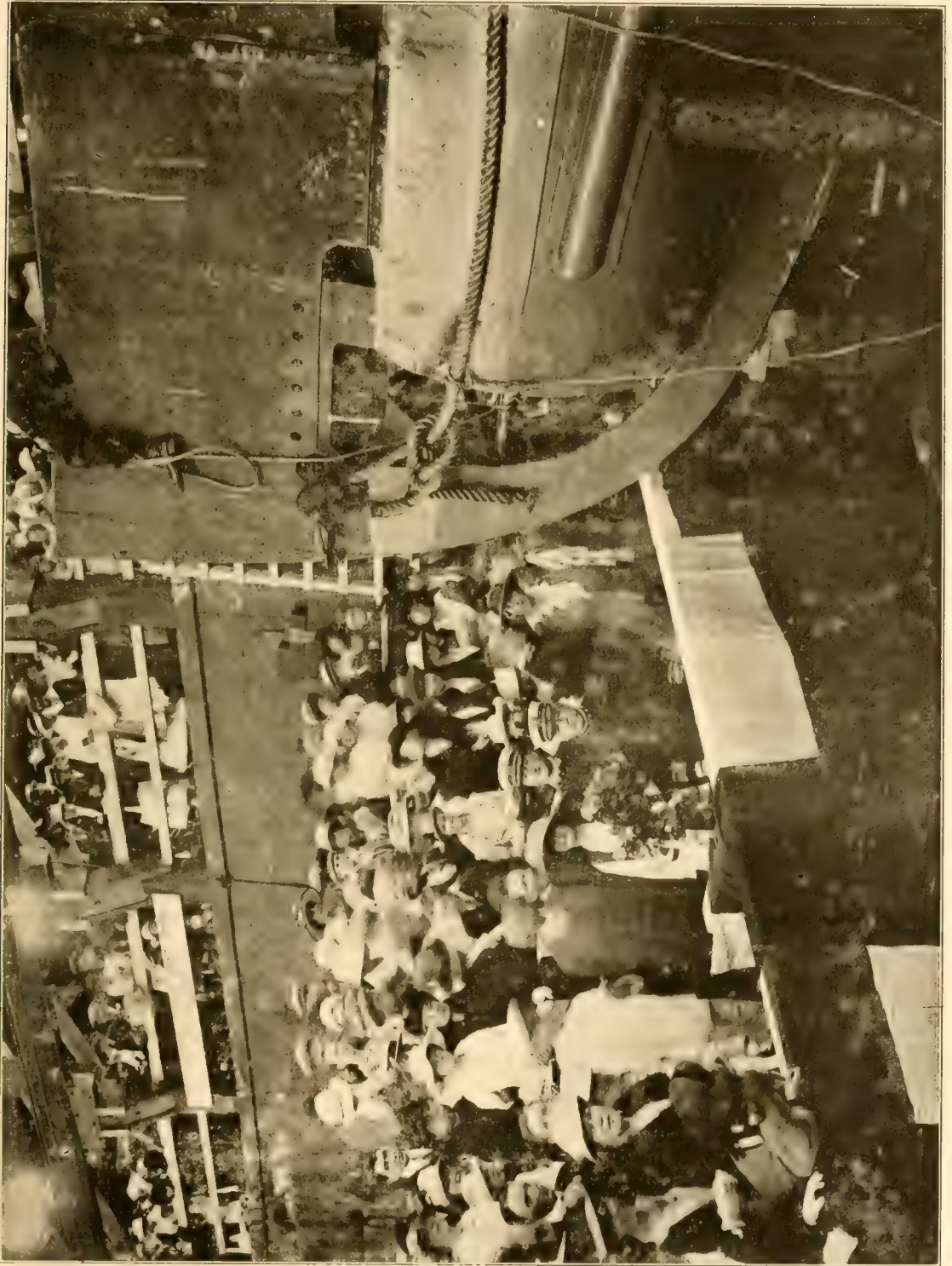
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Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"



AT THE CHRISTENING OF THE SUBMARINE O-1

INDUSTRIAL DEPARTMENT LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

NOS. 7 & 8

AMERICA'S FUTURE AT STAKE

BY ROBERT LANSING,
Secretary of State

WE must all realize that we are living in the most momentous time in all history, in a time when the lives and destinies of nations are in the balance, when even the civilization, which has taken centuries to build, may crumble before the terrible storm which is sweeping over Europe. We are not only living in this critical period but we, as a nation, have become a participant in the struggle. Having cast our lot on the side of the powers allied against the Imperial German Government, we will put behind our decision the full power and the resources of the Republic. We intend to win in this mighty conflict, and we will win because our cause is the cause of justice and of right and of humanity.

I wonder how many of us comprehend what the outcome of this war means to mankind, or, to bring it nearer to each one of us, what it means to our country. I sometimes think that there prevail very erroneous impressions as to the reason why we entered the war—not the immediate reasons, but the deep, underlying reasons which affect the life and future of the United States and of all other liberty-loving nations throughout the world.

Of course, the immediate cause of our war against Germany was the announced purpose of the German Government to break its promises as to indiscriminate submarine warfare and the subsequent renewal of that ruthless method of destruction with increased vigor and brutality.

While this cause was in itself sufficient to force us to enter the war if we would pre-

serve our self-respect, the German Government's deliberate breach of faith and its utter disregard of right and life had a far deeper meaning, a meaning which had been growing more evident as the war had progressed and which needed but this act of perfidy to bring it home to all thinking Americans. The evil character of the German Government is laid bare before the world. We know now that that Government is inspired with ambitions which menace human liberty, and that to gain its end it does not hesitate to break faith, to violate the most sacred rights, or to perpetrate intolerable acts of inhumanity.

It needed but the words reported to have been uttered by the German Chancellor to complete the picture of the character of his Government when he announced that the only reason why the intensified submarine campaign was delayed until February last was that sufficient submarines could not be built before that time to make the attacks on commerce effective. Do you realize that this means, if it means anything, that the promises to refrain from brutal submarine warfare, which Germany had made to the United States, were never intended to be kept, that they were only made in order to gain time in which to build more submarines, and that when the time came to act the German promises were unhesitatingly torn to pieces like other "scraps of paper."

It is this disclosure of the character of the Imperial German Government which is the underlying cause of our entry into the war. We had doubted, or at least many

Americans had doubted, the evil purposes of the rulers of Germany. Doubt remained no longer. In the light of events we could read the past and see that for a quarter of a century the absorbing ambition of military oligarchy which was the master of the German Empire was for world dominion. Every agency in the fields of commerce, industry, science, and diplomacy had been directed by the German Government to this supreme end. Philosophers and preachers taught that the destiny of Germany was to rule the world, thus preparing the mind of the German people for the time when the mighty engine which the German Government had constructed should crush all opposition and the German Emperor should rule supreme.

For nearly three years we have watched the conduct of the Imperial Government, and we have learned more and more of the character of that Government and of its aims. We came very slowly to a realizing sense that not only was the freedom of the European nations at stake but that liberty throughout the world was threatened by the powerful autocracy which was seeking to gratify its vast ambition.

Not impulsively but with deliberation the American people reached the only decision which was possible from the standpoint of their own national safety. Congress declared that a state of war existed between the United States and the Imperial Government of Germany, and this country united with the other liberal nations of the earth to crush the power which sought to erect on the ruins of democracy a world empire greater than that of Greece or Rome or the caliphs.

The President has said, with the wonderful ability which he has to express aptly a great thought in a single phrase, that "the world must be made safe for democracy." In that thought there is more than the establishment of liberty and self-government for all nations—there is in it the hope of an enduring peace.

I do not know in the annals of history an instance where a people, with truly democratic institutions, permitted their government to wage a war of aggression, a war of conquest. Faithful to their treaties, sympathetic with others seeking self-development, real democracies, whether monarchical or republican in their form of government, desire

peace with their neighbors and with all mankind.

Were every people on earth able to express their will, there would be no wars of aggression, and, if there were no wars of aggression, then there would be no wars, and lasting peace would come to this earth. The only way that a people can express their will is through democratic institutions. Therefore, when the world is made safe for democracy, when that great principle prevails, universal peace will be an accomplished fact.

No nation or people will benefit more than the United States when that time comes. But it has not yet come. A great people, ruled in thought and word, as well as in deed, by the most sinister Government of modern times, is straining every nerve to supplant democracy by the autocracy which they have been taught to worship. When will the German people awaken to the truth? When will they arise in their might and cast off the yoke and become their own masters? I fear that it will not be until the physical might of the united democracies of the world has destroyed forever the evil ambitions of the military rulers of Germany and liberty triumphs over its archenemy.

And yet in spite of these truths which have been brought to light in these last three years I wonder how many Americans feel that **our** democracy is in peril, that **our** liberty needs protection, that the United States is in real danger from the malignant forces which are seeking to impose their will upon the world, as they have upon Germany and her deceived allies.

Let us understand once for all that this is no war to establish an abstract principle of right. It is a war in which the future of the United States is at stake. If any among you has the idea that we are fighting others' battles and not our own, the sooner he gets away from that idea the better it will be for him, the better it will be for all of us.

Imagine Germany victor in Europe because the United States remained neutral. Who then, think you, would be the next victim of those who are seeking to be masters of the whole earth? Would not this country with its enormous wealth arouse the cupidity of an improvised though triumphant Germany? Would not this democracy be the only obstacle between the autocratic rulers

of Germany and their supreme ambition? Do you think that they would withhold their hand from so rich a prize?

Let me then ask you, would it be easier or wiser for this country single-handed to resist a German Empire, flushed with victory and with great armies and navies at its command, than to unite with the brave opponents of that Empire in ending now and for all time this menace to our future?

Primarily, then, every man who crosses the ocean to fight on foreign soil against the armies of the German Emperor goes forth to fight for his country and for the preservation of those things for which our forefathers were willing to die. To those who thus offer themselves we owe the same debt that we owe to those men who in the past fought on American soil in the cause of liberty. No, not the same debt, but a greater one. It calls for more patriotism, more self-denial, and a truer vision to wage war on distant shores than to repel an invader or defend one's home. I, therefore, congratulate you, young men, in your choice of service. You have done a splendid thing. You have earned already the gratitude of your countrymen and of generations of Americans to come. Your battle flags will become the cherished trophies of a nation which will never forget those who bore them in the cause of liberty.

I know that some among you may consider the idea that Germany would attack us, if she won this war, to be improbable; but let him who doubts remember that the improbable, yes, the impossible, has been happening in this war from the beginning. If you had been told prior to August, 1914, that the German Government would disregard its solemn treaties and send its armies into Belgium, would wantonly burn Louvain, would murder defenseless people, would extort ransoms from conquered cities, would carry away men and women into slavery, would, like vandals of old, destroy some of history's most cherished monuments, and would with malicious purpose lay waste the fairest fields of France and Belgium, you would have indignantly denied the possibility. You would have exclaimed that Germans, lovers of art and learning, would never permit such foul deeds. To-day you know that the unbelievable has happened, that all these crimes have been committed, not under the impulse of passion, but under official orders.

Again, if you had been told before the war that German submarine commanders would sink peaceful vessels of commerce and send to sudden

death men, women, and little children, you would have declared such scientific brutality to be impossible. Or, if you had been told that German aviators would fly over thickly populated cities scattering missiles of death and destruction with no other purpose than to terrorize the innocent inhabitants, you would have denounced the very thought as unworthy of belief and as a calumny upon German honor. Yet, God help us, these things have come to pass, and iron crosses have rewarded the perpetrators.

But there is more, far more, which might be added to this record of unbelievable things which the German Government has done. I only need to mention the attempt of the foreign office at Berlin to bribe Mexico to make war upon us by promising her American territory. It was only one of many intrigues which the German Government was carrying on in many lands. Spies and conspirators were sent throughout the world. Civil discord was encouraged to weaken the potential strength of nations which might be obstacles to the lust of Germany's rulers for world mastery. Those of German blood who owed allegiance to other countries were appealed to to support the fatherland, which beloved name masked the military clique at Berlin.

Some day I hope that the whole tale may be told. It will be an astonishing tale indeed. But enough has been told so that there no longer remains the shadow of a doubt as to the character of Germany's rulers, of their amazing ambition for world empire, and of their intense hatred for democracy.

The day has gone by when we can measure possibilities by past experiences or when we believe that any physical obstacle is so great or any moral influence is so potent as to cause the German autocracy to abandon its mad purpose of world conquest.

It was the policy of those who plotted and made ready for the time to accomplish the desire of the German rulers to lull into false security the great nations which they intended to subdue, so that when the storm broke they would be unprepared. How well they succeeded you know. But democracy no longer sleeps. It is fully awake to the menace which threatens it. The American people, trustful and friendly, were reluctant to believe that imperialism again threatened the peace and liberty of the world. Conviction came to them at last, and with it prompt action. The American Nation arrayed itself with the other great democracies of the earth against the genius of evil which broods over the destinies of central Europe.

No thought of material gain and no thought of

material loss impelled this action. Inspired by the highest motives American manhood prepared to risk all for the right. I am proud of my country. I am proud of my countrymen. I am proud of our national character. With lofty purpose, with patriotic fervor, with intense earnestness the American democracy has drawn the sword, which it will not sheathe until the baneful forces of absolutism go down defeated and broken.

Who can longer doubt—and there have been many who have doubted in these critical days—the power of that eternal spirit of freedom which lives in every true American heart?

I am firmly convinced that the independence of no nation is safe, that the liberty of no individual is sure, until the military despotism which holds the German people in the hollow of its hand has been made impotent and harmless forever. Appeals to justice, to moral obligation, to honor, no longer avail with such a power. There is but one way to restore peace to the world, and that is by overcoming the physical might of German imperialism by force of arms.

For its own safety, as well as for the cause of human liberty, this great Republic is marshaling its armies and preparing with all its vigor to aid in ridding Germany, as well as the world, of the most ambitious and most unprincipled autocracy which has arisen to stay the wheels of progress and imperil Christian civilization.

If enthusiasm and ardor can make success sure, then we, Americans, have no cause for anxiety, no reason to doubt the outcome of the conflict. But enthusiasm and ardor are not all, they must be founded on a profound conviction of the righteousness of our cause and on an implicit faith that the God of Battles will strengthen the arm of him who fights for the right. In the time of stress and peril, when a man stands face to face with death in its most terrible forms, God will not desert him who puts his trust in Him. It is at such a time that the eternal verities will be disclosed. It is then, when you realize that existence is more than this life and that over our destinies watches an all-powerful and compassionate God, you will stand amidst the storm of battle unflinching and unafraid.

There is no higher praise that can be bestowed upon a soldier of the Republic than to say that he served his country faithfully and trusted in his God. Such I earnestly hope will be the praise to which each one of you will be entitled when the world is made safe for democracy.

FIGHTING SPIRIT.

The Navy Yard is always glad to hear from the front and it is especially glad when this information comes first-hand, so it was no surprise to see the large crowd which turned out to hear Lieutenant J. A. Clark of the Princess "Pat" Regiment, at the meeting held June 27, 1918. The National Service section of the United States Shipping Board, Emergency Fleet Corporation, has kindly offered to send speakers here from time to time to present the present day questions, and when they offered to send Lieutenant Clark, their offer was accepted with great pleasure.

Lieutenant Clark is one of the few survivors of the Princess "Pat" Regiment, that noble body of men who fought to the last ditch, who knew how to sacrifice their lives, but did not know how to say "surrender." While Lieutenant Clark is very modest in speaking of his own part in the war, it is not necessary for a survivor of the "Princess Pats" to praise himself, for the fact that he is a member of that regiment speaks louder than words. Lieutenant Clark's speech is so full of interest that it is printed below, as it is believed that every man who heard it will be glad to read it now.

"Mr. Chairman, Ladies and Gentlemen:—

I can assure you it is with great pleasure that I am here today to say a few words to you and try to bring home to you what your countrymen are going through in France to keep the Germans from you and yours. As the gentleman has just told you, I went over with the Original Princess Pats. We left in December, 1914, and for the first two weeks we were digging trenches about thirty-seven miles back of the lines. On the 2nd of January, 1915, we received orders that we had to take over the front trenches on the night of January 4th, so we had to march thirty-seven miles in two days. When you consider that our equipment in the early days of the war amounted to about seventy-five pounds, it is quite a hike. On the evening of the second day we halted about five o'clock to have a little bite to eat. This consisted of some cold tea and some bread and bacon, the bacon so small you could hardly see it.

At eight o'clock at night we received orders to go into the front line trenches. In those days there were no communication trenches; it was simply a case of getting up any way we could. Every now and then the Germans sent up star shells and the territory back of the lines was constantly raked with machine gun and shell fire.

When we reached the trenches we relieved a French division. We thought the French were in a great hurry to get out and when we jumped in the trench, we found out the reason. We landed in mud up to our waists and stood there for fifty-two hours. Our food consisted of bully beef and biscuit. Do you know what bully beef is? It is simply canned beef from the Chicago stock yards.

During daylight we were completely cut off and if a man was wounded he simply had to lie there until dark before we could take him back to be cared for. After fifty-two hours of that we were relieved and we thought we were going some distance back of the lines, but we simply went back a little way into some dugouts, and there was plenty of water in the bottom of them. We remained there three days and every night as soon as it was dark we went up to the trenches and worked until daybreak and then went back to the dugouts. Our food was bully beef, biscuits and water.

Now you workmen of America, this is what your countrymen are going through today. They are going through it every day, and they are the finest fellows on earth, your men over there. But the winning of this war is not up to them alone,—it is up to every one of you here. It is up to you to back these men up. It is not enough to clap your hands; you want to do it with your hammers. Don't let it be said that you are slacking at your work. Lots of these fellows are never coming back; there are many little crosses over there now. Some are coming back blind. Some are coming back without arms and legs. You don't want to be ashamed to face them because you slacked here while they went through all that. Remember this, while you idle on your work you help the Germans kill your countrymen. I hope none of you will ever do that.

On April 2, 1915, we went into the trenches and about that time the Germans loosed their first gas attack against the French, so troops were very scarce and we had to stay in the trenches twenty-eight days on a stretch. During that time the only clothing we took off was when we unrolled our puttees and changed our boots and stockings. Otherwise we had our clothes on day and night. There is not a man here who ever did a day's work that amounted to half an hour of that. Then we had to retreat to straighten out the line. On May 4th the Germans shelled us and we lost one hundred and fifty men. Every night we went on working parties to the front line.

We went into the trenches again on the night of May 7th with 600 to 700 men in our regiment and from 4000 to 5000 in the brigade. On the morning of May 8th the Germans opened up with

artillery about five o'clock and then attacked with infantry. We drove them back. At that time we were very short of ammunition and only about fifteen shells passed over our heads from our artillery all day. As soon as their infantry attack broke down, they started again with artillery. At twelve o'clock the infantry again attacked and at two o'clock in the afternoon we had 200 to 250 men left in the regiment and about 1200 out of 4000 to 5000 in the brigade. But we still held the trench. One of our officers lying wounded, with his leg shattered, sent word that he was proud of what we had done, but said: "Die where you are. Don't give an inch of ground!" We said: "We won't give any ground. We will hold on." And we did. When we were relieved we had 150 men left in the regiment and 800 in the brigade. The 150 in our regiment had to carry out 100 of our comrades and bury them. When we got back to the billets we read in the papers that some of our countrymen had been going on strikes in England and hindering munition manufacturers. Can you imagine our feelings? How would you feel if you had been fighting to save your countrymen from the worst fiend ever let loose on the earth and then hear that your friends and countrymen were holding up the manufacture of munitions for a little extra money? Never let it be said that there was ever a strike in this country. You want to send the ammunition over. You want to buy Liberty Bonds and War Savings Stamps and give to the Red Cross. You want to work ten hours a day or even more if they ask you to.

When I was in the hospital at Ramsgate, one Sunday afternoon the German planes came over and dropped bombs there. A bomb dropped among a bunch of children going to Sunday School and killed five girls. Don't you think you are lucky to be on this side of the Atlantic? Do you know the reason these Germans are not over here? It is because of the soldiers in France and the American ships on the sea. Do you want it said that a ship was held up by the lack of a piece of machinery you are working on? Never! You want to back up the boys over there by your best efforts on your work here at home."

Dr. A. A. Rideout, of Boston, also addressed the meeting and his remarks were enthusiastically received. He is a forcible speaker who doesn't depend on the spread-eagle effect to interest his hearers, and his remarks were straight to the point.

We hope that all the speakers who come to us will be in the same class as Lieutenant Clark and Dr. Rideout.

SHOP GROUP PHOTOGRAPHS

In this issue appears the first photograph of a series of shop group photographs to be taken by our Yard Photographer Mr. Staples. The Ship-fitter's Shop group of employees was the first group to be taken in that the largest number of employees are employed in this shop.

Hereafter, in each future issue of the Lifebuoy will be printed one shop group photograph. The next photograph will be the Electrical Shop Group.

It is hoped, that when the announcement is issued that the employees of a certain shop group are to be photographed, that every employee of that requested shop will be present. Sufficient time will be given so that everyone may have ample time to make arrangements so as to be present when the photograph is taken.

At the time that the photographs are taken it is requested that employees do everything possible so as to expedite the time of taking the photograph. Unless orders are obeyed good photographs cannot be taken.

HELPING UNCLE SAM. PORTSMOUTH AGAIN ON THE JOB.

Habit is a wonderful thing, and one of the best habits is the habit of saving. It seems as though this habit had strongly taken hold of the Portsmouth Yard, for with every campaign for saving the results get better. The results of the second Liberty Loan were better than the first, and the results of the third Liberty Loan were better than the second, and then came the campaign for War Savings Stamps. The Navy Yard Improvement Association took the matter up and a committee of Foremen was formed to handle it. Each Foreman had full charge of the campaign in his shop, and the results show that all shops went "over the top" again.

We have noticed that some Yards have to be pushed from behind in order to undertake campaigns of this kind, but so far the Portsmouth Yard has not had to have any outside urging to do its duty in this respect. It was feared when the campaign was undertaken that so many had bought Liberty bonds it would be difficult to sell any War Savings Stamps, but this fear was entirely groundless, for within a week's time over \$140,000 worth of War Savings Stamps were pledged by the Yard employees and a very large percentage of these has already been purchased. We are waiting to hear whether any other Navy Yard made a better per capita showing.

HELPING HENRY FORD.

We have all heard of "Tin Lizzies" and of the efficiency with which the Ford plant builds them, and it is a pleasure to know that the Ford plant is asking this Yard, with other Navy Yards, to send them some men as instructors and supervisors in the construction of the new submarine chasers which they are building. They have had to extend their force so rapidly in this particular branch that they were forced to do the same as this Yard is doing—that is, educate their own mechanics—and, naturally they felt that the place to get good instructors is where ships are built and repaired, and we feel that the men who have gone from this Yard will be a credit to the Yard in their work.

Edmund Whalley is going to help instruct the "flivver" builders in shipwright work; Harry Rose in machine work; Ben Kimball and Walter Pettigrew will show them how to do pipe work. We all expect that they will do such a good job at teaching that they will come back riding a brand new "Henry."

GOVERNMENT HOTELS TO BE OPENED AT KITTERY POINT.

The Government is now making arrangements for the purchase of the hotels Champernowne and Pepperell at Kittery Point, Maine for the use of navy yard employees. It is expected that it will be possible to open these hotels at an early date and every effort will be made to put them in operation as soon as practicable; in fact, they may be opened for business before this issue of the LIFE BUOY is printed.

Owing to differences in working hours, etc., requiring different hours for meals it is contemplated assigning the hotel Pepperell for clerical and drafting room employees, and the hotel Champernowne for men from the shops. Requests for exception to this rule will be considered on their merits in cases of persons who desire to be together for any particular reason.

Until the operating expenses are definitely known, it will not be possible to fix permanent rates. The following average rates have, however, been tentatively fixed and include both room and board:

One person occupying single room without bath, \$9.50 per week

Two persons in room without bath (each) \$8.00 per week.

One person occupying single room with private bath, \$12.50

Two persons in room with private bath (each)
\$9.50

Married couple in room with private bath
(each), \$8.50 per week.

Children under two years of age will be charged
only with the cost of milk taken.

Children between two and five years of age,
one fourth of price.

Children between five and eight years of age,
one half price.

Children from eight to twelve years of age,
three fourths price.

Children twelve years of age and over, full
price.

Luncheons will be put up without extra charge
for those working in the Yard and paying full price.
For those not regularly taking luncheon, a reduction
of one dollar per week will be made. This will
not apply to isolated days, but only in the case of
an employee who desires regularly to obtain his
mid-day meal elsewhere.

These hotels are to be operated on a basis of
actual cost only. The foregoing rates are, therefore,
subject to revision later on as soon as the
actual cost of operation is definitely known. Every
effort will be made to conduct these hotels in the
most efficient manner possible and at the lowest
practicable cost consistent with a reasonable standard
of living. It is the Management's desire to
make the prices, service, character of food, etc.,
in accordance with the wishes of the guests as far
as it is possible to do so. The foregoing rates may
be taken as an average basis of prices. There may,
however, be slight departures therefrom based on
different degrees of desirability of rooms, etc.

Heat will be installed in all the rooms so that
the hotels will be available for winter and permanent
use.

Rooms may be obtained singly or en suite, as
may be desired to suit single men or men with
families. Families will be given preference in the
assignment of rooms with baths. A child occupying
a single room not a part of a suite will be charged
extra.

It is desired to conduct these hotels on a high
standard and all desiring accommodations in them
should bear this in mind, and use every effort to
cooperate in this respect, particularly in the matter
of cleanliness and conduct. Men with families are
particularly desired, also single women, who will
be given suitable accommodations properly located.
There will, furthermore, be a matron in charge of
each hotel, under the direction of the manager.

Applications for rooms should be made at the
office of the Public Works Superintendent, Building
S1, where prices in greater detail and any further
information desired may also be obtained. It is requested
that all those desiring accommodations make their
reservations or signify their intention of doing so at
the earliest possible moment. This is in order that the
necessary help for operating the hotels, together with
an adequate stock of all provisions, etc., may be
obtained in ample time in advance, and in order to
avoid confusion and unsatisfactory service. Furthermore,
in making reservations, preference will, of course,
be given to those first applying.

The Management has under consideration the
question of allowing a limited number of women
members of employees' families opportunities to
assist in the housework, and thereby obtain a
reduction in the price of board and lodging. Applications
for this kind of work should also be made at the
office of the Public Works Superintendent, or direct
to the manager of the hotels. Those first applying
will, of course, be given preference for these positions.

It will, of course, be understood by all that
these hotels are reserved exclusively for navy yard
employees and their families, although when practicable
an effort will be made to accommodate guests of
employees for limited periods, provided there are
vacant rooms available.

It is believed that these government hotels,
to be run on what is practically a cooperative basis,
should receive the hearty support and patronage of
employees desiring good living accommodations. It
is believed that if these hotels are a success, and
it is confidently expected that they will be, they
cannot help but exercise an important influence in
bringing down the general high cost of living in
this locality. Local prices have, undoubtedly, in
many cases been boosted above legitimate figures.
This seems to be the custom in many cases every
time the men of the Yard get a raise in pay. By
patronizing these hotels to the limit of their capacities,
it is believed that any excessive cost of living
should be brought down to a reasonable figure, and
all those who are now being charged excessive
prices are invited to come and try the government
hotels. It is, furthermore, understood that if
necessary still more hotels will be taken over by
the government. The government will, furthermore,
at an early date actively pursue and investigate
alleged excess prices in this locality. Everything
possible will be done to insure a square deal to
all employees of the Yard.

OUR MASTER SHIPFITTER.

The popularity of Samuel D. Gilkey our Master Shipfitter has grown constantly since he first came to the Navy Yard some thirteen years ago. At the present moment of writing Mr. Gilkey's popularity is still on the ascend and his advice is constantly sought. His one ambition in life so he says "Is to always treat everyone on the square and to judge acts impartially."

At a recent interview which the editor had with Mr. Gilkey the following remark was made by Mr. Gilkey and well illustrates why he is so popular. He said at this interview, "I always try to deal with the employees in my shop in such a manner that when the work for the day is over, I can go home with an absolutely clear conscience." This is indeed a fine remark and Mr. Gilkey's motto is one we all should follow for it simply is the golden rule of "Do unto others as you would have them do unto you."

A short resume of Mr. Gilkey's vast business experience in shipbuilding is herewith added for it is one he is indeed proud of and we might add one that the Yard employees are equally proud of.

Mr. Samuel D. Gilkey was born on April 4th, 1868 in Houlton, Maine, and spent his boyhood days there. His family then moved to the West for in those days the State of Michigan was the West. At the age of fourteen he started to work for the F. W. Wheeler and Co. of Bay City, Michigan, which plant was located on Lake Michigan. He served his apprenticeship at this shipbuilding yard and stayed with the Wheeler Co. for sixteen years. At the time of leaving he held the position of General Foreman. The Wheeler Co. was engaged in building tugboats and lake freight boats. Some of these lake freight boats were over 400 feet long and at that time some of the largest boats built. Mr. Gilkey's experiences in this company stood him in good stead later for he had many interesting problems to meet in those early days when Michigan then was in the midst of the wild and wooly West.

In 1898 he became affiliated with the Harlan and Hollingsworth Co. of Wilmington, Delaware, where he stayed two years as Asst. General Foreman. He then became an Assistant Inspector for the Navy Department and for awhile was stationed at this plant. He later was associated for awhile with the New York Shipbuilding Co. of Camden, New Jersey.

From 1902 until 1906 he held the position of Inspector for the Navy Department at the Bath Iron Works, Bath, Maine.

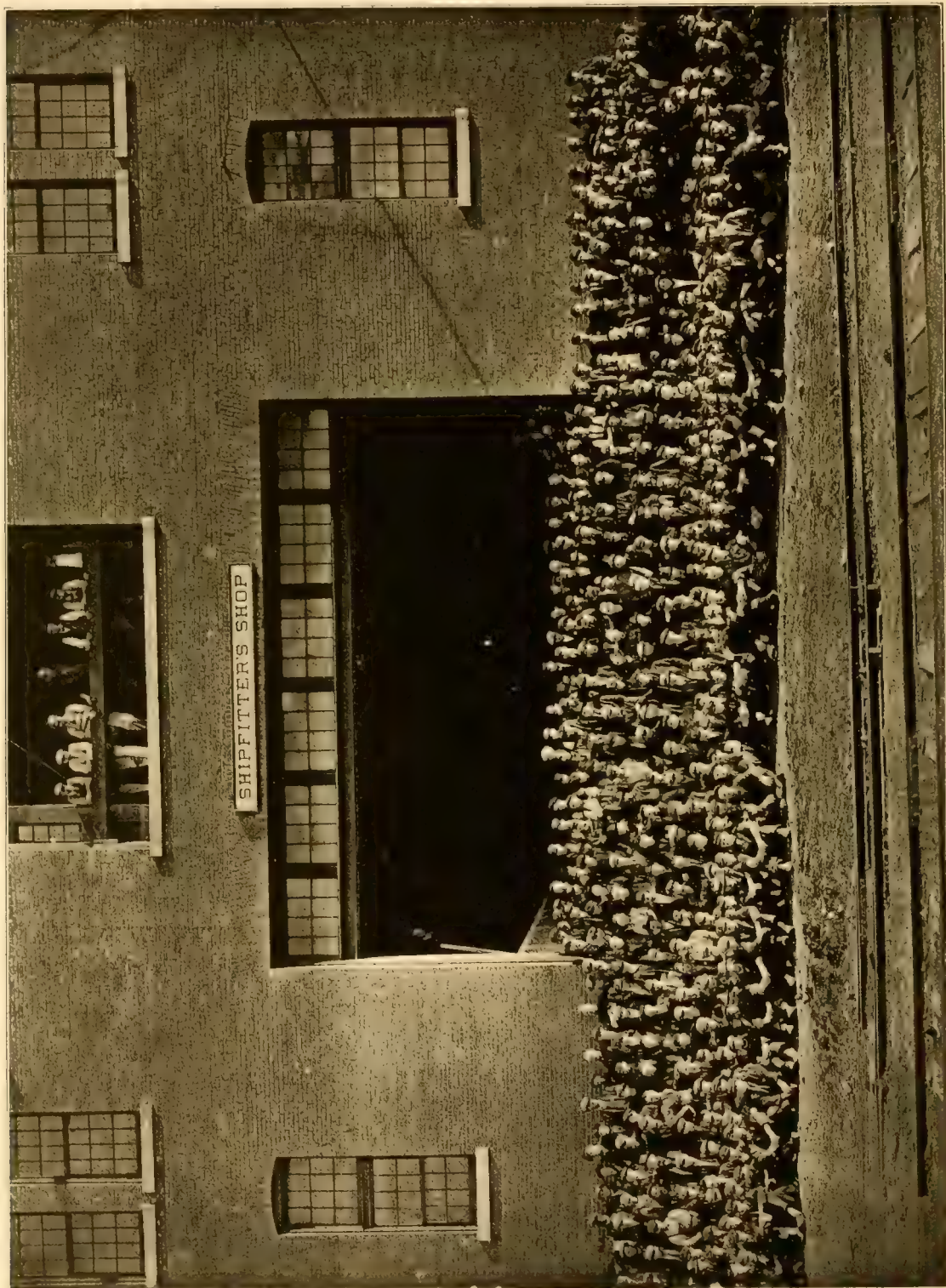
In 1906 he was appointed Master Shipfitter at the Portsmouth Navy Yard, and has been here ever since a period of some thirteen years. With such an extensive and thorough experience in shipbuilding it is no wonder that Mr. Gilkey's shop is functioning so highly and it is earnestly hoped that he may be with us for a goodly number of years more.



SHIPFITTER'S SHOP

In this issue of the Lifebuoy appears the first Shop group photograph of employees of this Yard. The honor of having the first group photograph was given to the Shipfitter's Shop in that the largest number of employees are employed in this shop.

The supervisory force of the Shipfitter's Shop consists of Samuel D. Gilkey, Master Shipfitter and Quartermen Charles M. Sheppard, Joseph H. Smith, Frederick Heiser, Harry A. Magg, Mathew H. Johns and John Shaughnessy. The Leadingmen are Horace W. Gray, Eugene C. Stinson, Samuel Whitehouse, J. Blake, Harry Culbertson, Lawrence Grace, Walter McDonald, Raymond W. Packard, John E. Snook, Joseph Carter, Edward H. Welch, Frank Coney r, John Denlin and Haven T. Fernald.



AUGUST HAM.

The distinction of having worked longer than any other employee in the Shipfitter's Shop belongs to August Ham, for he has been constantly at his work for over twenty years.

Mr. Ham was born in Portsmouth on Sept. 3rd, 1853, and has lived there ever since. At the present time he has charge of linoleum and tile placing on vessels.

At a recent interview Mr. Ham stated that his hobby was his garden and that he stays in the garden until it is too dark to work or until his Mrs. decides it is for the best of all concerned that he quit his hobby for that particular day.



WORK VS. WORRY

It isn't work that kills men, it is worry. Work is healthful. You can hardly put more work on a man than he can bear. Worry is the rust on the blade. It is not the revolution that destroys the machinery, it is the friction.

—Henry Ward Beecher.

GENERAL FEDERATION OF TRADE UNIONS

Editor's Note—The following appeal to the workmen of America has been sent from England and is self explanatory.

TO THE WORKMEN AFFILIATED TO THE CONFEDERATION GENERAL DU TRAVAIL COMRADES,

In 1914 Germany plunged the whole world into war. No sophistries concerning pre-war politics can ever obscure this fact. It is so obvious as not to need arguing. Britain's entry into the conflict was determined by Germany's action, and not by warlike ambitions. Hating war, appreciating fully the misery and wastefulness of war, and frequently attending international conferences to promote peaceful relationships between the peoples of different countries, the British Trade Union movement was yet compelled to take its stand at the back of any British Government which stood to maintain treaty obligations to Belgium and moral obligations to France.

The inevitable results of the annexationist policies of Austria, her seizure of Bosnia and Herzegovina in 1878, and her efforts to compel Serbia to accept "de facto" suzerainty, were always provocative of war. Behind Austria lay the traditions of Germany, plus Germany's aggressive spirit, her materialistic tendencies, her years of preparation, her consciousness of military might, and her determination to dominate by force of arms. These acts and ambitions left the world no chance for peace until arms had decided whether Germany, as instigator of the policies of the Central Powers, was to control the thought and life of the world, or whether Germany was to live and have her being in common and on the same terms as other nations.

In 1914, three courses were obviously open to British statesmen—they could engineer a "rap-prochement" with Germany and share with her the spoils that such an alliance might wring from the rest of Europe; they could ignore treaty obligations and leave Belgium and France and Russia to their fate; or they could follow the honourable course and join with Belgium, France, Russia, and Serbia in resisting the attempt to reduce them to vassalage.

Britain occupies, and has occupied from the beginning, the position of the citizen who seeks to prevent a thief stealing the goods of the citizen's neighbour. It is absurd to suggest that Britain stands in the way of peace.

The people of Britain entered the war reluctantly and in sorrow. They knew that their then existing army was smaller than that of any power involved. They were conscious of their lack of guns and mechanical appliances, and they knew from past experiences how serious would be the financial burden the world would expect them to carry.

As the responsibility for the commencement of the war rests with Germany, so with her rests the responsibility for the continuance of war. During three years, this unhappy war has raged, and on all the battle fronts women and children have suffered physical and mental torture and millions of men have died agonising deaths. During the whole of this time, Germany has tried to persuade the world that she, the aggressor, was waging a war of defence, and during the whole of this time she has talked of peace, but only in vague and general terms. Once only, has she made any definite statement, and that was when the late Imperial Chancellor declared that Germany's peace terms must take cognisance of the map of Europe,—in other words, that any terms of peace that Germany would consider must include political and economic control, if not positive annexation, of the territories she has invaded. She did, indeed, in September permit a neutral power to indicate her desire for peace, but she has never replied to Britain's expressed willingness to consider and to place before the Entente Powers any terms she cared to specify.

Germany has sought to create prejudice against Britain by constantly reiterated, but vaguely expressed, declarations concerning the freedom of the seas. In the days that preceded Germany's declaration of war upon France, the maritime traffic of the whole world crossed the seas without let or hindrance, and the ports of Great Britain were free to the ships of all nations. Indeed, so great was this freedom that it led to internal controversy; many thousands in Britain holding that the freedom accorded by Britain to the world's ships and merchandise was prejudicially affecting the interests of Britons themselves. Germany, during the last three years, has shown by her practices how small is her respect for the formula she circulates. Her demand for the freedom of the seas is the last word in cynicism. She has not been satisfied with blockading ports, she has closed whole seas and endangered all sea routes. Not satisfied with attacking and sinking the merchant ships of belligerent countries, she has attacked and sunk the ships of every neutral country, and her attacks have been carried out with a ferocity that has turned against her the

moral feelings of the seafarers of every belligerent and neutral nation outside the alliance of the Central Powers. That is why in Britain most people believe that the freedom of the seas can only be insured by the defeat of Germany.

To-day the British people are within sight of a war debt of six thousand million pounds (£6,000,000,000 sterling). At a four and three-quarters per cent. (4¾ per cent.) interest the annual charge on this will be two hundred and eighty-five million pounds (£285,000,000 sterling), and at least an equal additional sum will be necessary to meet the ordinary national expenditure, including as it does, pensions to the mutilated, and to the old, and contributions to national sickness and unemployment benefits. No democracy would be likely to continue a war which threatened to add to these stupendous burdens unless compelled to do so by sheer necessity.

Beyond the material and financial difficulties lie the moral ones, and centuries of experience made the democracy of Britain feel that sooner or later this moral burden would also fall upon their shoulders; that ultimately everything would depend upon their tenacity and resolution.

Just as they were reluctant to commence war, so have they been reluctant to continue it, but the indefiniteness of Germany's attitude in respect of peace has left them no option.

In December, 1915, the General Federation stated that if Germany seriously wished to discuss terms of peace that provided restoration, reparation, and security, peace need not be delayed one single day. Germany has not yet accepted this intimation. She is under no compulsion to fight; her existence is not in danger; no one, at least no one in Britain, desires or expects that she shall be utterly destroyed; no one would even question her right to maintain a military autocracy, to contribute her money and her sons towards the maintenance of militarism, if these were necessary to her own existence, and were used only inside her own borders for the defence of her own interests. The only thing that Britain, with the rest of the world, seeks to destroy is the Prussian autocracy's military power for external offensives.

This is what Britain stands for: the right of the invaded territories to restoration and liberty; the right and the power of the world, acting in a combination such as outlined by President Wilson, to say to Germany, "You shall not transgress; you shall not outrage; you shall not burn and ravage and destroy." No democracy can object to this attitude.

The three greatest democracies in the world—America, Britain, and France, the freest and best educated of all peoples, could not, because the souls of their peoples would not permit it, continue an alliance and a war for purely aggressive and predatory purposes. It is inconceivable that the democracies of America, France, Britain, themselves enjoying freedom, and the democracy of Russia which is struggling towards freedom should accept, while life remains, the terms that are inevitable if German autocracy succeeds.

It is for these reasons, amongst others, that the General Federation of Trade Unions urges upon the democracies of the Allied Powers the need for concentration upon efforts to destroy, not Germany, but the militarism which holds even German democracy in subjection.

If there was any probability of securing peace by immediate negotiation, the General Federation would not hesitate to advise negotiations. Its whole history is one of efforts to promote industrial peace by negotiation, but in the absence of any definite communication from the Governments of the Central Powers, and in the presence of the impotence of the democracies of the Central Powers, the free democracies must continue the struggle until their present and future security is assured.

(Signed)

J. O'Grady (Chairman), Furnishing Trades Association.

J. N. Bell, National Amalgamated Union of Labor.

F. Birchenough, Amalgamated Cotton Spinners.

Ben Cooper, Cigar Makers' Mutual Association.

Jas. Crinion, Amalgamated Card and Blow-ing Room Operatives.

Joseph Cross, Northern Counties Weavers.

Allen Gee, Yorkshire Textile Workers.

Ivor H. Gwynne, Tin and Sheet Millmen.

T. Mallalieu, Amalgamated Felt Hatters' Union.

T. F. Richards, Boot and Shoe Operatives.

Alf. Short, Boilermakers and Iron and Steel Shipbuilders.

John Taylor, Midland Counties Federation.

Ben Tillett, Dock, Wharf, and Riverside Workers.

John Ward, Navvies, Builders, and General Labourers.

Alex. Wilkie, Associated Shipwrights.

December 18th, 1917. W. A. Appleton, Secretary.

EDITORIALS

"We are all of us Americans, and nothing else; we form a part of one people, in the face of all other nations, paying allegiance only to one flag; and a wrong to any one of us is a wrong to all the rest of us."

—Theodore Roosevelt.

"To such a task (making the world free) we can dedicate our lives and our fortunes, everything that we are and everything that we have, with the pride of those who know that the day has come when America is privileged to spend her blood and her might for the principles that gave her birth and happiness, and the peace which she has treasured."

—PRESIDENT WILSON

Get your happiness out of your work or you will never know what real happiness is.

—Elbert Hubbard

GOLDEN MAXIMS

1. Honor the Manager. There must be a head to everything.

2. Have confidence in yourself, and make yourself fit.

3. Harmonize your work. Let sunshine radiate and penetrate.

4. Handle the hardest job first each day. Easy ones are pleasures.

5. Do not be afraid of criticism—criticise yourself often.

6. Be glad and rejoice in the other fellow's success—study his methods.

7. Do not be misled by dislikes. Acid ruins the finest fabric.

8. Be enthusiastic—it is contagious.

9. Do not have the notion that success means simply money-making.

10. Be fair and do at least one decent act every day.

—Exchange

STATE SENATOR PAGE'S ATTACK ON US

No doubt all of us have read in the newspapers the unwarranted attack of State Senator Page on the Portsmouth Navy Yard, and we have been wondering what was at the bottom of it and why he chose Philadelphia as the place to make it rather than the local City.

As far as we know, State Senator Page has not visited the Navy Yard for many years at least, nor has he made inquiries of any responsible official of the Yard in an honest effort to obtain accurate information. One would suppose that a clear-thinking man, with a judicial mind, of the type that State Senator Page must be would first obtain accurate information before making charges of this kind. He appears to have obtained at least a part of his information from his chauffeur, whom he certified as a machinist for employment on the Yard. This chauffeur was taken on as a fifth-class machinist, and was employed for a few months at the end of the year 1916 and early in the year 1917, at which time he took his discharge, as the Yard did not feel justified in giving him any higher rating. We have been unable to locate the barber that State Senator Page claims was the leadingman machinist over his chauffeur, although the father of a leadingman machinist had been a barber, and the leadingman worked under him in the barber shop when a boy. This leadingman, however, served his regular apprenticeship as a machinist in the Navy Yard, and has worked here practically continuously for something like fifteen years, and is now considered to be specially competent as a foreman in charge of important work. This is simply an instance of the character of the attacks of State Senator Page. It is not necessary to go into them in detail, particularly so as they have already been pretty well refuted in the newspapers. His attack on the women of the Electrical Shop is considered to be particularly unjust.

The Yard would welcome a fair investigation by anyone competent to conduct it. We can show beyond all doubt that the efficiency of the Yard has greatly increased, and that we are turning out a tremendous amount of important war work, and that the Portsmouth Navy Yard is not by any means failing in its part in winning the war. Our activities during the War are necessarily more or less secret and are not published in the papers, as was the case before the war. State Senator Page has evidently jumped to very erroneous conclusions without any adequate knowledge or investigation on his part.

We find it hard to believe that State Senator Page was actuated by any patriotic motive in making this attack, or by any desire to help the Yard in its important War work. It would have been a very simple matter for him to have come to the Yard and to have found out the tremendous amount of work we are really doing; also, his attack was made in a distant city where we were given no opportunity to present an adequate and prompt defense.

We realize we are not perfect, no one is, but we are earnestly striving for the maximum possible efficiency, and most of us are working under a strain and pressure that is a serious tax on health and strength. We are at all times open to constructive criticism. We want it. We want to improve in every possible way, but we must seriously resent unwarranted attacks and criticism which cannot but hurt the Yard in its war work and be an actual aid to the enemy, in that such attacks and criticism cause trouble and controversy, and take up time urgently needed for legitimate work.

We would not take Senator Page's attack seriously if it were not for the fact that it has been prominently published in newspapers of distant cities. It is to us simply amusing, because we know what we are doing, and State Senator Page evidently does not. We cannot help wondering what he himself is doing to help win this War.

We do not know on whom this attack was made, whether the management, the workmen of the Yard, or the community as a whole. It is, however, calculated to be harmful to all of us, and it is the duty of each one of us who is doing his best in the war work to resent and refute it in every way, even though the charges are ridiculous and principally a source of amusement to us.

We desire no quarrel with State Senator Page. We have no time for quarrels or controversies if they can be avoided. We are trying to give him credit for some patriotic motive in making his attack and to believe that he thought his information was correct. We, therefore, extend to him a cordial invitation to come over to the Yard and make its acquaintance and obtain first-hand knowledge as to what we are actually accomplishing. We also invite constructive criticism from anyone competent to give it, but only when such criticism is based on facts and accurate knowledge. We will not stand for criticism based on hearsay evidence only, or on statements from irresponsible persons. We, furthermore, invite State Senator Page to cooperate with us and join in the war work in that our Country may come out victorious.

O-1 LAUNCHED.**WILL SOON BE READY FOR SERVICE.**

In spite of statements in the Boston newspaper to the effect that this Yard is doing no work, Submarine O-1 was successfully launched on July 9, and will be ready for commission in a comparatively short time. The vessel has been under construction in the Franklin Shiphouse where other fighting ships have been built. She will soon be out doing her bit against the Huns, and if she does not give a good account of herself it will not be the fault of the Portsmouth Yard or of her crew.

A large gathering assembled to witness the launching—both galleries were filled and on the sponser's platform there were nearly two hundred persons. Practically the whole Yard force was lined up outside the building and on the Kittery banks.

At 1.45 Tuesday afternoon, the O-1 took the water by sliding gracefully down the ways, amid the strains of "The Star Spangled Banner"

and the cheers of the guests assembled and the shrill shrieks of the tugs and other river boats.

Just previous to the launching Mrs. Cora Isabel Adams, wife of our Industrial Manager, Naval Constructor, L. S. Adams, who was sponser, christened the O-1 with a bottle of American champagne which was enclosed in a handsomely engraved silver casing.

Among the guests on the launching stand besides Mr. and Mrs. L. S. Adams were Admiral C. J. Boush, U. S. N., commandant of the Yard; Gov. H. W. Keyes of New Hampshire; Capt. W. R. Rush of the Boston Navy Yard and Chief of industries for this naval district; Mrs. David R. Francis, wife of the U. S. Ambassador to Russia; Mayor and Mrs. S. T. Ladd of Portsmouth; Mrs. Norman Kirk, wife of the commanding officer of the O-1; Capt. and Mrs. Almy; Capt. and Mrs. Wyman; Col. G. W. Patterson, U. S. A. and Miss Patterson.

Immediately after the launching Mrs. L. S. Adams was presented by the employees of the Navy Yard with a very beautiful gold wrist watch.



Submarine O-1

ACCIDENT PREVENTION.

The prevention of industrial accidents is a problem worthy of our most serious consideration. For, comparatively few persons realize how great a toll industrial accidents take of our people every year. We read of battles in which thousands of our allied soldiers are killed and maimed and we are deeply moved; yet every year the number of fatal vocational accidents to adult male workmen in this country is between 30,000 and 35,000. In addition to this death rate there occur probably 2,000,000 non-fatal but more or less serious accidents. These figures are based on conservative authority and do not include the accidents that befall the great number of temporary workers, nor do they include the working women, of whom there are some eight million. If all these classes were included it seems logical to believe that the number of deaths from industrial accidents in the United States would reach 50,000 per annum.

Of all this we think but little. However, the Navy Department is conscious of this great enemy right at home and as a result a determined effort is being made to overcome this real danger. Without the help and cooperation of every individual employee of this Navy Yard we cannot overcome the danger. Consequently, it is up to you fellow employees "to do your bit." Just as there is a call to service for the soldier or the sailor, so is there a call to service to see that precious lives are not wasted and that the bodies of precious people are not crippled.

Industrial accidents may be divided into two main classes; the first class consists of unavoidable accidents, and the second of those accidents due to carelessness or ignorance. It has been assumed that industrial accidents are chiefly due to the absence of safety devices and guards around dangerous machines. Closer analysis and examination of industrial accidents show 80 per cent. of such accidents are due to the following causes: ignorance, carelessness, unsuitable clothing and poor state of health.

Ignorance is a word used implying a lack of intelligence relative to the sources of danger present. Employees, when assigned to machines with which they are unfamiliar, should ask for instructions relative to the hazards and dangers probably existing. Your foreman, quartermaster or leadingman will gladly inform you regarding the points of danger.

Carelessness is the cause of many of the so-

called avoidable accidents. Sometimes carelessness is nothing more or less than recklessness, although generally it is mere indifference or thoughtlessness. Employees should realize that their own safety depends largely upon their own movements. After you have learned the motions to safely perform your allotted work, your acts become instinctive, with the result that a false move may often serve to warn you of danger.

Unsuitable clothing is the cause of many accidents, some of which may prove serious. Moving parts of machines cannot always be completely guarded or covered in, with the result that an unbuttoned coat or one with a torn or ragged sleeve may become caught and cause a serious if not fatal accident.

Female operatives in this Navy Yard who operate machines may also be exposed at times to danger. Frightful accidents have occurred by the hair becoming caught in rotating machinery. You women consider your hair as one of your chief ornaments and it behooves you all to see that no strands are allowed to fly loosely about. It is recommended that nets or caps be worn to ensure complete protection.

Employees in poor state of health are naturally more or less susceptible to accidents. Consequently, it is urged that employees maintain their health and conserve their strength by righteous living. In order to be 100 per cent. efficient it is necessary to eat good food and get plenty of sleep. When employees feel ill to the point where they realize they are acting in an indifferent manner they should stop work, thereby protecting not only themselves but also their fellow employees.

FOOD ECONOMY

Food will win the war. Don't waste it.

Conserve food, especially beef, sugar, fats and wheat.

Use less wheat and meat. Buy local foods. Serve just enough.

He who wastes a crust of bread prolongs the war.

Save the food and help the fighters fight.

Use substitutes for wheat and help win the war.

Fat is fuel for fighters. Save it.

Eat wisely and keep the wolf from the door of the world.

Eat at least one wheatless meal a day.

Do not eat meat more than once a day.

TEETH.

In order to be in good health it is necessary to have your teeth in good condition. Nature gave you your teeth for chewing your food and consequently preparing it for digestion in the stomach.

Teeth should be kept clean for two reasons: first, in order to save them; second, to prevent them from becoming breeding places for bacteria or germs. The reason that teeth decay or get bad is because your food is allowed to lodge between the teeth. When food is allowed to remain between the teeth it decays and changes and makes an acid which eats into the teeth. Moreover, the bacteria or germs always present in the mouth go into the cavities or decayed spots eaten by the acid and cause further decaying.

Decayed teeth cause toothache, poisoning of the jaw bone and stomach disorders.

The best way to keep good teeth and keep from having bad teeth is to clean them at night with a brush and tooth powder. The mouth should be rinsed after cleaning the teeth by taking a glass of water. If you have bad teeth you should go to a dentist at once and have them fixed. A visit to a dentist once a year is strongly urged so that all cavities may be filled.

BASEBALL.

A baseball league has been formed and a schedule of games is being arranged. The probabilities are that a schedule of two or three games a week will be arranged for and much entertainment should result.

Friendly rivalry between shops will not only result in good to the shops but in good to the men. It is hoped that the rooters of each shop will back their team to the limit by coming to all the games.

The captain who will also be the manager will be elected by the players themselves. The money necessary to finance the shop teams will be raised thru shop subscriptions of a voluntary nature.

Schedule games will probably be played on the diamond near the Prison. Practice diamonds will be arranged for.

Accounts of games will appear in future issues of the Lifebuoy. It may also be arranged so that team photographs may be published.

WHICH?

Republic	Monarchy
Government by Ballot	Rule by Brute Force
\$75,000 President	\$250,000,000 Royalty
Moral Education	Beastial Kultur
Free Speech	Silent Suffering
Equal Opportunity	Class Favoritism
Religious Liberty	State Coercion
Good Living Conditions	Miserable Existence
High Wages	Slavery
God	Kaiser

HEALTH.

The laws of health are as inexorable as the law of gravitation, as exacting as eternal justice, as relentless as fate and their violation is the beginning and cause of all disease, suffering and sin.

Health is the most desired of earthly blessings. When finally lost it cannot be purchased by uncounted millions, restored by the alienist or returned by the pulpit.

Human health and human efficiency are the two most precious things on earth. If out of this awful labor of war a strong health sentiment for the entire nation can be born then will our sacrifice not have been in vain.

R. Blue Sur. Gen'l

U. S. Public Health Service

FOUNDRY HAZARDS

Accidents occurring in foundries are easily stopped if careful attention to personal safety is given by each individual employee. The reason for such a statement is because of the fact that very little machinery is found in a foundry in that the art of founding depends largely upon the human mechanism such as the hands and mind.

Nearly every accident that occurs in our foundry is due to carelessness on the part of the injured employee or on the part of a fellow employee.

Many molders and helpers wear cotton shirts and overalls and should a splash of hot metal strike the cotton it would immediately burn through. It is recommended that twilled cotton or woolen clothing be purchased in the future. Fewer colds will also result if heavier clothing is worn.

Burns on the feet occur frequently and according to statistics every sixth accident in a foundry is a foot burn. The reason for this is easily understood if an inspection is made of the shoes worn by foundry employees. Forty percent of employees in our foundry wear faulty or cracked shoes and as many as eighty percent wear lace or button shoes.

When a lace shoe is worn it is very easy for spilled hot metal to penetrate thru the openings and seriously burn the foot. When a Congress shoe is worn this possibility of a burn is removed. Moreover, a Congress shoe may be easily and quickly taken off. The Congress shoe fits snugly around the ankles whereas the lacings of lace shoes often become broken allowing the ankle to be seriously exposed.

Canvas leggings and leggings made of twilled cotton are available and it is recommended that employees make use of this additional method of

protecting their legs. For, canvas leggings are light, comfortable and when fastened by flat clip springs there is no danger of any metal ever burning thru.

HEADACHE

There are many causes for headache and that is why they are so common. The most frequent causes are: Indigestion, eye strain, on-coming sicknesses and neuralgia.

When a headache is due to indigestion the following symptoms may be noticeable, namely, that a dull aching sensation is experienced at the back of the head and is aggravated when the head is turned suddenly. Other signs are slight nausea, loss of appetite, constipation and the coating of the tongue. The proper treatment for most forms of headache is to cure the condition of indigestion. Care should be exercised with regard to the food eaten.

People who use their eyes constantly and require glasses without knowing it are also more or less subject to headaches which may be attributed to eye strain. The pain in such form of headache is usually localized in the front of the head and often the stomach feels out of order. Such headaches can only be cured by procuring proper glasses.

Many sicknesses begin with a headache. In other words headaches are a preliminary warning that an on-coming sickness may be expected. If employees feel sick all over and have a bad headache, it is urged that they consult a doctor.

Headaches due to neuralgia may have the pain occurring anywhere in the head. Such headaches are usually accompanied by pains which are sharp and cutting and which often jump from place to place. Neuralgia is often due to the fact that employees are run down, having exposed themselves to damp cold weather or cold draughts. Headaches due to neuralgia are best treated by applying heat to the aching part, in this case the use of a hot water bottle is an excellent media.

The use of headache powders or pills is a habit that unfortunately is growing in this country. Many of the patent headache powders are so powerful that they have a depressing effect on the heart. The editor knows of cases where people have been so addicted to the use of headache powders that they have lost their sense of hearing. Numerous deaths have occurred due to the fact that people were ignorant of the danger of these drugs. No headache powder or pills should be used unless ordered by a doctor.

YOUR FLAG AND MY FLAG

By Wilbur Nesbet

Your flag and my flag,

And how it flies today,

In your land and my land

And half a world away!

Rose-red and blood-red

The stripes forever gleam;

Snow-white and soul-white

The good forefathers' dream.

Sky-blue and true-blue, with stars to gleam aright—

The gloried guidon of the day; a shelter through the night.

Your flag and my flag!

To every star and stripe

The drums beat as hearts beat

And pipers shrilly pipe!

Your flag and my flag

A blessing in the sky;

Your hope and my hope

It never hid a lie!

Home land and far land and half the world around,

Old Glory hears our glad salute and ripples at the sound.

Your flag and my flag!

And oh! how much it holds

Your land and my land,

Secure within its folds!

Your heart and my heart

Beat quicker at the sight;

Sun-kissed and wind tossed

Red and blue and white

The one flag— the great flag— the flag for me and you,

Glorified all else beside— The red, the white, the blue.

Unbeatable! The business-like air of America,
the set jaw of England, the steel nerves of France

Judge

Little careless actions,

Small seeds of neglect;

Make human suffering,

And hearts with grief beset.

"Hush Little Thrift Stamp,

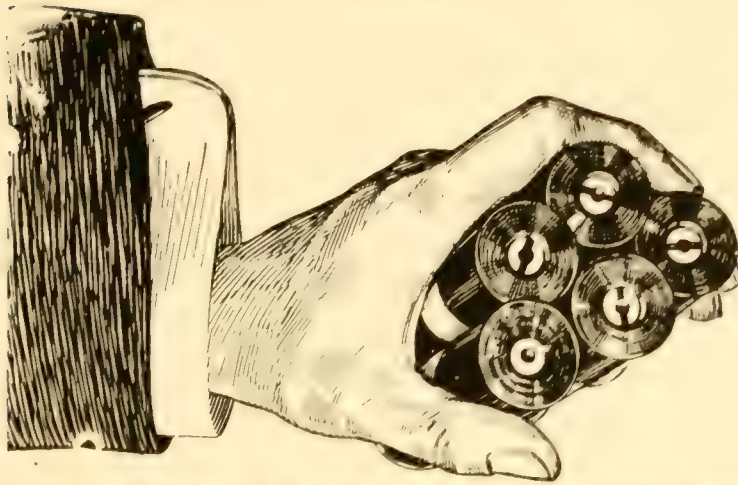
Don't you cry,

You'll be a War Stamp,

Bye and Bye "

(Trumbull Cheer).

TAKE A HANDFULL



OF EASTMAN KODAK FILMS
FOR YOUR TIME OFF, ALL SIZES AT

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Formerly CLARK'S BRANCH

"I SAW IT IN THE LIFE BUOY"

NEW SUB. WAYS.

It's all off! It's all off! What?

The hair on George Straughus' head.

BLDG. NO. 115.

Dan Dorothy's new Ford machine is some flivver. The other night, it is rumored, Dan was arrested somewhere in the vicinity of Salmon Falls. When Dan asked why he was arrested the Judge replied, "Cruelty to animals. For tying a tin can to a dog's tail."

Mozart the York Beach merchant and our friend Straughus have a number of surplus watches, some of which are imported. It is no wonder they know when 1:30 arrives.

How about your W. S. Stamps boys; are you with us or against us?

The boys are surely backing Gene and work on the submarine is progressing rapidly.

LATHE AND FILE CHIPS.

BLDG. NO. 80.

We are very pleased to learn that Messrs. Seavey, Grapentine and Peterman are upholding the traditions of Bldg. 80.

Ralph has returned from a very pleasant vacation spent at Dexter, Maine, renewing old acquaintances.

We expected that Hying in Elliot would make "Eddie" somewhat shy and bashful, but did not anticipate any such display of emotion as he exhibited when asked for his time card.

Many of our shopmates intend to avail themselves of the chance to get aboard for hotel accommodations at the Champenowne.

Mr. B. W. Burke the very popular belt maker who has charge of the belts in the machine shops, has recently invented a unique instrument which he calls a beltoscope and which is intended to do away with all guess work as far as determining strength of belts and belt linings. When interviewed at his finely equipped laboratory in Portsmouth, Mr. Burke was loud in his praise of the instrument, which he claims will revolutionize the belt making industry. The instrument consists of a series of microscope and telescopic sights, a set of range and light adjustments, with a head gear which enables the operator to work the instrument with both hands. The feature of the instrument however, is a very closely guarded secret, known only to the inventor. He claims that by one glance with it properly adjusted he can instantly determine the strength of any belt or belt lining made. We all wish Mr. Burke the greatest of success with his latest invention.

We wonder if Walt Perkins is using somethin' on his hair, for it is getting considerable lighter every day.

We note that the B. and M. have enlarged the draw on the Portsmouth bridge to meet the requirements of Fred Duran who has recently purchased a seagoing schooner; but he says he prefers Great Bay to the Atlantic Ocean, especially when the wind dies down.

Allen de Rochemont, recently became quite peeved when accused of eating eleven pork sandwiches for supper, but nevertheless admitted that he only ate nine.

There are great prospects of the forming of a baseball team in Bldg. 95 with Steve Flanagan as Captain and Manager. If his plans work out perhaps Manager Loud of Bldg. 80 would consent to take on his team some day when in need of a little practice.

SEEN THROUGH THE PERISCOPE.

The name of Charles S. Conlon has been added to the list of those that have joined the service. Charlie expects to leave very shortly for Pensacola, Fla. where he will assume the duties of Machinist's Mate in the Aviation Corps.

Austin Googins has returned from Boston, where he endeavored to join some branch of the service. We are very sorry Austin, but never mind, better times coming.

Thatcher Pinkham spent the week of the fourth in Bath, which he says is still on the map.

During the absence of Leon Scheirer, Mr. Borden will officiate as pilot of the weight launch.

Fellow contributors, kindly take notice. We offer for your perusal the following list from our office that have been "hitched" since the last appearance of the "Life Buoy." Wedding Bells are ringing briskly, and the outlook is very good for several more before Winter falls on our weary hamlet.

Miss Frances Campbell of our weight department, and Chief Boatswain William Greene were united in marriage the night before the Fourth, and left the same night for New York City.

Alfred W. Hayward of the Hull crew and Miss Dorothy Cook were married in Somerville, Mass., on July 3rd. They are now at Old Orchard Beach, where we hope they are enjoying a most pleasant honeymoon.

Hans P. Berna and Miss Sarah Wood signed up for life in Fall River, the 29th of June. They will be at Alton Bay for a while, and after that will take up their residence in York, Maine.

Jesse L. Philbrick of the Kittery contingent,

“A Penny Saved Is a Penny Earned”

We can help you save a
good many pennies on

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every day except Sunday. A pound box
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CONGRESS ST.

TEL. CON.

“I SAW IT IN THE LIFE BUOY”

and Miss Madeline Moulton of Elliot were married at the bride's home on the 28th of June. After sojourning for a few days Jesse returned with that smile that won't wear off.

Leon W. Scheirer left for Elmira, N. Y., on the morning of the Fourth, where he will spend a fortnight with his folks. Dennis J. Carey, our eminent file-clerk accompanied him as far as Albany, where he will leave Leon, and start on an extended trip through New York State. The trip was made in Scheirer's Cadillac, and we trust that there were no mishaps, for Guggisberg, Chief Mechanician, can not be called in at any moment, owing to the fact that he is in Minneapolis.

Mr. Potter of the Mechanical Division has left for a vacation, which he will spend at his home in Bath, Maine.

Nathan Rosen is now on leave, looking over the wilds of Boston. We hope "Rosie" don't get lost in the crowd.

"Red" Newton is recuperating at Lyme, Conn.

K. M. Pattee is spending a couple of weeks in Portland.

F. Monroe Ray, Jr., has returned from a two weeks vacation, which time he spent at the Atlantic Corporation, obtaining a further insight in Steel ship construction.

We hear that Jack Colliton has a perfectly good motorcycle to sell reasonable. You know Jack, it pays to advertise, and we sincerely hope that this will bring results. Should anyone doubt the durability of this machine, he might ask Snow, as to its pole-climbing abilities.

Statistics show that during the last fiscal year, ending July 4th, there has been 14 marriages, six births, and six have joined the colors, from the Submarine Drafting Room.

There were many guests of the employees here at the launching of the O-1. The boys were all very glad to see that the boat is so near completion, and we all wish her prospective commander, Lieut. N. L. Kirk, the best of luck.

On Tuesday evening, July 2nd, the first "Get together" of the Draftsmen of the Navy Yard and the Atlantic Corp. was held in the Colonial room of the Rockingham Hotel. Covers were laid for twenty-five men, including Mr. I. C. Hanscom, the retiring Chief Draftsman of the Atlantic Corp., and he was one of the principal speakers of the occasion. In a few well-chosen words, he reviewed his past experiences with the men of both yards, and at the conclusion of his address, all present expressed their regrets at his departure and their best wishes for his future success.

Mr. Rosen spoke for the Navy Yard men and thanked all present for their cooperation in making the banquet a success, and assured the vanquished Atlantics that the Navy Yard bowlers would give them a chance for revenge, sometime in the Fall.

The bowling-team met and defeated the Atlantic Corp. bowlers in the deciding game of the season that settles the supremacy between these two teams, and as a result of their victory, their rich reward, the banquet, an account of which appears in this issue, was ultimately gained.

We all are earnestly striving to make the launching of the S-3 the most successful of all launchings, and rest assured that before long it will slide gracefully down the ways.

DITTY BOX SAYINGS.

Dagan has a large hole in his left arm between the elbow and the shoulder; he says it was caused by vaccination. The boys say it will take the word of the Medical Officer of the Yard to make them believe its anything but a sheep bite.

Bailey and Sisco have planted a garden on shares. Their shopmates are worried over the gathering and dividing of the profits, being a war garden. B. and S. are a little shaky themselves.

The addition to No. 14 is a great improvement.

Woodbury turned crimson and made scrap tin of his Tea Pot when he found one of the men using it for an oil can.

According to reports, the men that went to Portland Lightship have nothing on one another, as they all were seasick. They now say that they don't blame Jonah for letting a whale swallow him.

If there is anyone who thinks the Joiners do not earn their money they had better come and see what we do. They can then put it down in their little memorandum book and turn the Page down.

The restaurants in Portsmouth at present are said to be allowed to sell—Ice Water, Soft Water, Cold Water, Hot Water, Hard Water, Salt Water, Boiled Oil, Castor Oil, Hair Oil and Magnolia Balm.

Our girls earn every cent they receive and invest a good share of it in Bonds, and there is not a slacker in the shop.

Here's to the Ditty Box, a useful thing,
With its hinges and lock and cover trim,
And here's to the girls who with song all day,
Up in the attic, labor away.

HENRY PEYSER & SON

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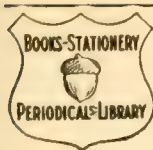
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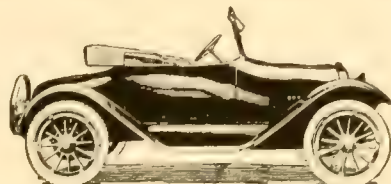
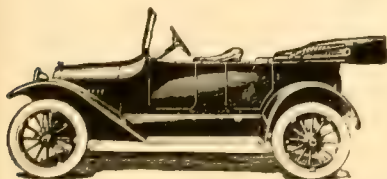
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If you want to be dressed up to the Minute
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come in to see

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The simplest most economical durable modern motor built. Valve in removable head. All valves running in oil. Leather faced cone clutch. Floating axles. 2 sizes, 4 cylinders and an eight that is snappy and pretty as any car. It has valve in removable head motor. We also have a beautiful enclosed car for \$1060.

CHAS. E. WOODS

51 to 60 Bow Street

Portsmouth N. H.

"I SAW IT IN THE LIFE BUOY"

Their arms grow strong and their eyes grow bright,
As they trim every box there is in sight,
For there's Clara and Mary and Josephine there
And Lottie and Bertha and little wee Freddie.

BOAT SHOP PUFFS.

As the Lifebuoy goes to press we have news from our Leadingman who has been away on his vacation for sometime. He is having a hard time on his mountain trip, has had several breakdowns, been lost on the road, and has almost run over two bears that were crossing the highway. He says that next time he goes on a mountain trip he will carry a rifle along for protection.

The janitor who sweeps under Tucker's desk says he will be able to retire soon if there are many more bond issues and stamp sales.

Have you noticed that Bill Thompson has put tape on the broom handle? There's a reason.

Can you beat it?

A boat is coming down every three days. Look out below!

On the banks of the beautiful river,
Not far from Kittery's fair shore,
Is a building called the Boat Shop,
That was known in the days of yore.

For Bond fame it was noted,
And then the Red Cross came,
And now it is the War Stamps
But you will find them always game.

The latest isn't published
But when it comes to press

You will find the Boat Shop with them,
For she always stands the test.

Boat Shop Poet.

The flageolet solo played by Capt. Binns the other evening was a corker. It was very artistically played and the phrasing was immense.

He certainly is a wonderful player and has a very bright future before him. It is a pleasure to know that we have such a talented artist in the Boat Shop.

Leadingman Hubbard's staff has been strengthened. He has lately enrolled Messrs. Jackson and Lewis for service on the upper floor.

It is rumored that Benny Grace will shortly start his berry picking. Those who have a fondness for blueberries should place their order at an early date as Ben always has more orders than he can fill.

We are all glad to hear that our friends who

enlisted from the Boat Shop for oversea duty are making good. A letter has come from Wildes, he says that Ireland is a fine place and all the boys are used fine. Wildes, Hooper, Godfrey and Littlefield are together at one place and Morgan is at another Base.

Any person wanting to purchase a good cow can do so by applying to E. F. Hayes. "Nemo" however, says that the price is too high for a second hand cow. Mr. Hayes does not agree with "Nemo." He says that Nemo is no farmer and does not know what a good cow is.

Leach is using his car for a bumper. He says that it answers the purpose very well, even if it is a Ford.

Our timekeeper, Mr. Shaw, has enlisted as a telegraph operator. We all wish him the best of luck and success in his new undertaking.

The Boat Shop will soon equal the record of Henry Ford. Next month we will turn out a complete 35 ft. Motor Boat every two days. This good work is appreciated as you men of the Boat Shop can readily see who have read the papers lately.

Do you know A. W. Wiggin? Do you know that he is the champion farmer and truck garden man of Dover? He says that he will not take his hat off to any man when it comes to gardening.

PAN MAKERS

SHEET METAL WORKERS

Storms may come and winds may blow, but the pans go on forever.

We witnessed another German defeat on July 9th when the O-1 was launched and we hope to see more soon.

The workmen have already started on our new elevator. This elevator will be the best thing that could be placed in this shop. It is our understanding that the next problem to be solved will be that of good ventilation.

If that arm on L. Carlisle doesn't get well soon, he may have to lose it, he says, "It don't amount to nothing."

Now that Mike Crowley has entered the Trade School, we expect to hear of all kinds of records.

Arthur did get a trim at that, didn't he?

Why does Byron go in to the office looking for stubbs so often? Ask Mary.

The young ladies of the office force keep George busy carrying milk.

Mr. C. F. Drake, our foreman, has returned from a few days vacation.

What was Tom's idea of sending for Miss Kilgore, the timekeeper of this shop?

Why is Miss Murphy so blue lately? Has he left for over there?

WE'LL PAY YOU \$1.00

FOR YOUR

OLD FOUNTAIN PEN

For a short time only. Provided you buy a

Crocker

INK-TITE
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(ONLY ONE OLD PEN TAKEN IN EXCHANGE)

This unusual offer is one of our original methods of advertising the CROCKER, the most satisfactory self-filling pen made.

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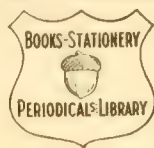
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"I SAW IT IN THE LIFE BUOY"

ANVIL SPARKS.

The O'Sullivan home was visited by the stork recently, and two bouncing baby girls were delivered. Congratulations to the fortunate parents. O, you daddie!

Will Lewis is going to equip his buzz wagon with a very loud horn. Go to it Bill, blow your horn, even if you can't sell things.

Jack Chapman is now considered the wittiest man in the shop.

Mose Webber has discovered that chickens cannot be fed on Arsenate of Lead. Safety first.

The death of William Bitton was a very sad blow for us all. Bill was one of the best boys that ever worked in the shop, and we all miss him very much.

George McIntosh reports that a number of the boys have changed Doctors since May 1st. P. Draper and W. Fernald take notice.

Captain Lem Davis is to have a new chair as the old one is beyond repair.

Happy Armstrong is going to equip his new Jew Packard with springs so that he can climb apple trees with it.

Mr. Bagley is engaged in giving singing lessons to Jerome Baker.

One of our office girls receives quite a lot of mail. We were informed of this by Mr. Flannigan, he ought to know.

Phil Hughes says we should be very careful how we use tooth picks. We wonder why.

No sir,—Howard Dixon does not live in Dover.

Very few people know that Mark Reardon is an expert with a plow.

Bill Tucker had a very narrow escape at Biddeford lately.

WOOD TURNING SHAVINGS.

WE WONDER:-

What a certain party in Portsmouth will do if Neal is put on the proposed night shift?

What Hofstra's Lizzie would say if she could have seen him the afternoon of the Fourth?

Why Brickman, Russo and Swift go to Central Park so often?

Have you seen any bears up your way yet, Angell?

Story of Smith's Life:-

Off again, on again, gone again, Flanagan.

The boys of Camp Lookusup were (agreeably?) surprised at midnight on July 3rd by a band of strolling marauders, who serenaded them sweetly.

Midnight is not the proper time to be strolling through the woods in pajamas.

It is rumored, Emerson is to wear a hat, for fear of having his hair pulled out by his "best" girl, should she ever get wise to "Eva."

With the Locke of the Freeman and the power of our worthy Brickman as a support, how did you have the Hart to take that picture? How about it Dick? At least two of the party are looking for one.

If Gertie and Adonis fly to the North Pole, what will become of Charlie and Emerson?

Two young boys with a half grown automobile,
Started out for a New York run.

Up hill and down hill with a knock and a thump,
Then stopping short, yet not caused by a bump.
For they had started out with neither water nor oil.

Mary must be quite a lamb,
For she got Nealie's goat.
And every time he calls her up,
Across the river he goes.

They say she's short and yet quite stout,
And Nealie should surely know,
For every morn at two A. M.
He pays another two cent toll.

The doctor told Neal that night air wasn't good for him, so now he goes home in the morning.

Vivie is almost a Rip Van Winkle.

Caruso, Brick and the speed boy, have become quite attached to the invigorating air at Central Park.

Ask Hoffee if he can stand his bonds on end yet?

Put on your hat Sam, you're half clothed.

How much interest are you paying on that \$100. A1?

THEY SAY:-

Two of our boys started for New York by auto.

It was a beautiful Sunday.

The motor did not run good.

One of the boys said; What's that knocking?

The other said; Oh, that's nothing, we are going up hill.

They got "over the top."

There were two loud bangs and a cloud of smoke.

It was six miles from Worcester.

The garage auto came and the man said; Boys, you have no water and no oil.

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When you buy shoes or clothing here you may be sure of getting the good kind, the kind you like to wear. And the prices are right

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YORK COUNTY NATIONAL BANK

YORK VILLAGE, MAINE

SPARS AND BLOCKS

Georgie Gove will surely make a striking figure in his new uniform, if he wears the smile that he has been wearing the last few days.

There is a great demand for bread at noon time in the Spar Shop. Ask Lona about it.

We hear that Hazel got Gillum's goat again. He has got to tie himself with something besides rope.

By the looks of the bottles in the office we are beginning to think it must be a nursery.

No wonder J. looks so healthy.

Talk about buying War Savings Stamps, you should see the list of pledges from the Spar Shop.

We all feel very proud of our Quartermaster, and also the men that did their bit in the Launching of the O-1.

Alberta must have been homesick this last week for she was not feeling a bit contented.

Mr. Jensen is still looking for the other piece of that pink ribbon.

Edna certainly knows how to make lemon pies. We wonder where she got the receipt and how soon she will be able to put it to still better use.

PAINT MIXTURES.

If Hersom's steed can step any faster than Hersom can talk, then he surely can go some.

Towle admits he must take a few lessons from Bangs in order to be an expert glazier.

Do your planning for the next Liberty Loan. Buy all the bonds you can for the more you buy the sooner you will stop having to buy. The boys over there are sure going some. We never will quit and do not intend to; what do you say?

The boys in the shop are very much pleased with the sanitary cuspidors. Father John says prove it and they will save him a lot of unsanitary work.

Here is a definition of a good painter which was promised in a recent issue:

A good painter is the painter that does his work well and tries to improve, watch for his own faults and not see all the other fellows' faults, don't knock your fellow workman, but rather have a good word for him. Take advantage of all your work and you will do more and do it easier and better. Don't know it all, let the other fellow know something, for it is impossible to know everything. Try to keep things clean, your foreman will notice and appreciate it. Make your work easy for yourself and your fellow workmen, by co-operating in every

way possible with each other. You will then make it easier for your foreman and all others interested. When at leisure talk about your work and compare notes as to the different ways of doing things and converse about things that will improve working conditions. Don't tell a poor workman the wrong way to do things, but help him all you can or leave him alone. Work for your own interests by doing as much and as good work as you can, and you will be working for the best interests of your employer, and be helping your country to win this war which will be won by the Industrial Workers faithfully backing up the boys in the trenches and the men on the ships with their best efforts. Be 100 per cent. efficient.

We wonder what Rossley has done with his Automopushcart. It ought to make a good steamer for frankforts.

CRUCIBLE SPLASHES.

Two of our former shopmates, Gus Kirwan and Jim Kearney, now attached to the North Carolina, dropped in on us the other day when the cruiser arrived at this Yard. It was also a pleasure for some of the older employees to again meet Lieut. Commander Cassidy, a former engineer officer at this Yard and now attached to the same ship.

Pete St. John was the most happy man in the world when Joe returned to work after a thirty days vacation. Mike Herlihy says he can give us the reason for Pete's new lease of life.

That was some lobster supper, Marion.

"Avoid danger; wait until the car stops." We know that you could not have seen that sign when you hurt your arm the other night, Bill Coyne, but Hurley will loan you his glasses for any future car rides you go on.

The coremakers will miss genial Mr. O'Keefe from Philadelphia who will soon leave us to go back home.

We wonder why Dynamite was seen carrying his father's dinner in Kittery at midnight not long ago. The office force are wise to you, Kid, and Dan told me on the Q. T. that this happens quite often now.

Our recent benedicts have all returned to work with a new vim.

That must have been some fire, George, to end in Haverhill.

If the new draft law takes effect someone will be crying for Danny.

SPECIAL SALE OF ALUMINUM WARE

During the second week in August

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SAVE FUEL

By using Electric Appliances for Cooking

ROCKINGHAM COUNTY LIGHT AND POWER CO.

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"I SAW IT IN THE LIFE BUOY"

Remember, Walter, that the railroad is for trains and not flivvers.

Why did they put Hoffert on nights and leave Billy all alone. Even at that, Bill, your pleasant smiles through the office windows are making a favorable impression on some of the force.

Let us know when you are going to sing again, Margaret. Your last appearance was a decided success.

Why was it that two fellows did not catch the last car back from the party at York Beach and get to work the next morning, the same as Charley did?

The number of milk drinking birds in the shop is increasing all the time.

When you are going to make another trip to Lowell, Jack, we think it would be to your advantage to take your wife's advice and fill your gas tank so as not to get caught on the road again the way you did last Sunday night.

Mr. Leach, the constable of Eliot, says that he thought you must have been up all night the night before the Fourth, Frank, because he had to stop you the next morning plowing through that town with your cut-out wide open.



Half Close Your Eyes And Look At It
 Prophetic picture drawn by Louis Weirther
 In The London Graphic. Courtesy of the Boston Post.

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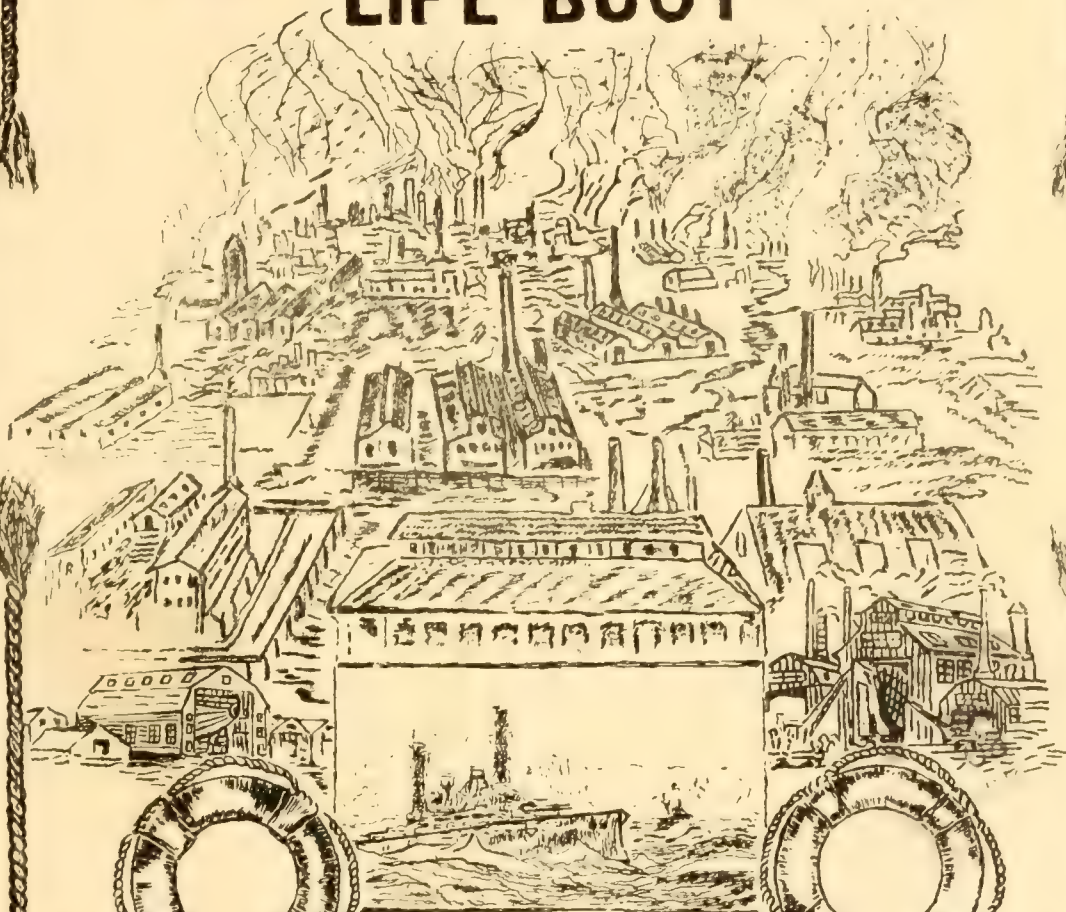
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"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL

DEPARTMENT

LIFE BUOY



NAVY YARD

PORTSMOUTH, N.H.

MOORE
1916

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There are some great values in our \$18, \$20, \$22.50 and \$25 Suits for men. When a man buys one of these Suits, he gets something besides so much cloth and making. He gets good style and long service.

We know our Suits are FRIEND-MAKERS and when you've bought here once or twice you will realize it pays to come to Dover and in turn you will speak a good word to some friend of yours. That is Why this store is to-day doing such a large business. We sell Good Shoes as well as Good Clothes.

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Opposite AMERICAN HOUSE, DOVER, N. H.

Let us have your name so as to send you one of those useful articles.

"I SAW IT IN THE LIFE BUOY"

Increase Your Summer Pleasure With A VICTROLA

Add to the joy of outdoor life the beauty of songs by the world's greatest artists, the thrill of stirring bands, the gaiety of popular music and the mirth of leading entertainers.



The VICTROLA provides them. It is a genial companion wherever you go.

Stop in and let us give you a demonstration and explain our methods of easy payments.

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"I SAW IT IN THE LIFE BUOY"

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This option must be used before November 9, 1918 or the privilege is forever lost.

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WILL WIN THE WAR

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Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL DEPARTMENT LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

SEPTEMBER 1918

NO. 9

WHY WE ARE FIGHTING GERMANY.

By FRANKLIN K. LANE, Secretary of the Interior.

WHY are we fighting Germany? The brief answer is that ours is a war of self-defense. We did not wish to fight Germany. She made the attack upon us; not on our shores, but on our ships, our lives, our rights, our future. For two years and more we held to a neutrality that made us apologists for things which outraged man's common sense of fair play and humanity. At each new offense—the invasion of Belgium, the killing of civilian Belgians, the attacks on Scarborough and other defenseless towns, the laying of mines in neutral waters, the fencing off of the seas—and on and on through the months we said: "This is war—archaic, uncivilized war, but war! All rules have been thrown away: all nobility; man has come down to the primitive brute. And while we cannot justify we will not intervene. It is not our war."

Then why are we in? Because we could not keep out. The invasion of Belgium, which opened the war, led to the invasion of the United States by slow, steady, logical steps. Our sympathies evolved into a conviction of self-interest. Our love of fair play ripened into alarm at our own peril.

We talked in the language and in the spirit of good faith and sincerity, as honest men should talk, until we discovered that our talk was construed as cowardice. And Mexico was called upon to invade us. We talked as men would talk who cared alone for peace and the advancement of their own material interests, until we discovered that we were thought to be a nation of mere

money makers, devoid of all character—until, indeed, we were told that we could not walk the highways of the world without permission of a Prussian soldier; that our ships might not sail without wearing a striped uniform of humiliation upon a narrow path of national subservience. We talked as men talk who hope for honest agreement, not for war, until we found that the treaty torn to pieces at Liege was but the symbol of a policy that made agreements worthless against a purpose that knew no word but success.

And so we came into this war for ourselves. It is a war to save America—to preserve self-respect, to justify our right to live as we have lived, not as some one else wishes us to live. In the name of freedom we challenge with ships and men, money, and an undaunted spirit, that word "Verboten" which Germany has written upon the sea and upon the land. For America is not the name of so much territory. It is a living spirit, born in travail, grown in the rough school of bitter experiences, a living spirit which has purpose and pride, and conscience—knows why it wishes to live and to what end, knows how it comes to be respected of the world, and hopes to retain that respect by living on with the light of Lincoln's love of man as its Old and New Testament. It is more precious that this America should live than that we Americans should live. And this America, as we now see, has been challenged from the first of this war by the strong arm of a power that has no sympathy with our purpose and will not hesitate to destroy us if the law that

we respect, the rights that are to us sacred, or the spirit that we have, stand across her set will to make this world bow before her policies, backed by her organized and scientific military system. The world of Christ—a neglected but not a rejected Christ—has come again face to face with the world of Mahomet, who willed to win by force.

With this background of history and in this sense, then, we fight Germany—

Because of Belgium—invaded, outraged, en-laved, impoverished Belgium. We cannot forget Liege, Louvain, and Cardinal Mercier. Translated into terms of American history, these names stand for Bunker Hill, Lexington, and Patrick Henry.

Because of France—invaded, desecrated France, a million of whose heroic sons have died to save the land of Lafayette. Glorious golden France, the preserver of the arts, the land of noble spirit—the first land to follow our lead into republican liberty.

Because of England—from whom came the laws, traditions, standards of life, and inherent love of liberty which we call Anglo-Saxon civilization. We defeated her once upon the land and once upon the sea. But Australia, New Zealand, Africa, and Canada are free because of what we did. And they are with us in the fight for the freedom of the seas.

Because of Russia—New Russia. She must not be overwhelmed now. Not now, surely, when she is just born into freedom. Her peasants must have their chance; they must go to school to Washington, to Jefferson, and to Lincoln until they know their way about in this new, strange world of government by the popular will.

Because of other peoples, with their rising hope that the world may be freed from government by the soldier

We are fighting Germany because she sought to terrorize us and then to fool us. We could not believe that Germany would do what she said she would do upon the seas.

We still hear the piteous cries of children coming up out of the sea where the *Lusitania* went down. And Germany has never asked forgiveness of the world.

We saw the *Sussex* sunk, crowded with the sons and daughters of neutral nations.

We saw ship after ship sent to the bottom—ships of mercy bound out of America for the Belgian starving; ships

carrying the Red Cross and laden with the wounded of all nations; ships carrying food and clothing to friendly, harmless, terrorized peoples; ships flying the Stars and Stripes—sent to the bottom hundreds of miles from shore, manned by American seamen, murdered against all law, without warning.

We believed Germany's promise that she would respect the neutral flag and the rights of neutrals, and we held our anger and outrage in check. But now we see that she was holding us off with fair promises until she could build her huge fleet of submarines. For when spring came she blew her promise into the air, just as at the beginning she had torn up that "scrap of paper." Then we saw clearly that there was but one law for Germany—her will to rule.

We are fighting Germany because she violated our confidence. Paid German spies filled our cities. Officials of her Government, received as the guests of this Nation, lived with us to bribe and terrorize, defying our law and the law of nations.

We are fighting Germany because while we were yet her friends—the only great power that still held hands off—she sent the Zimmermann note, calling to her aid Mexico, our southern neighbor, and hoping to lure Japan, our western neighbor, into war against this Nation of peace.

The nation that would do these things proclaims the gospel that government has no conscience. And this doctrine cannot live, or else democracy must die. For the nations of the world must keep faith. There can be no living for us in a world where the state has conscience, no reverence for the things of the spirit, no respect for international law, no mercy for those who fall before its force. What an unordered world! Anarchy! The anarchy of rival wolf packs!

We are fighting Germany because in this war feudalism is making its last stand against on-coming democracy. We see it now. This is a war against an old spirit, an ancient, out-worn spirit. It is a war against feudalism—the right of the castle on the hill to rule the village below. It is a war for democracy—the right of all to be their own masters. Let Germany be feudal if she will, but she must not spread her system over the world that has outgrown it. Feudalism plus science, thirteenth century plus twentieth—this is the religion of the mistaken Germany

that has linked itself with the Turk; that has, too, adopted the method of Mahomet. "The state has no conscience." "The state can do no wrong." With the spirit of the fanatic she believes this gospel and that it is her duty to spread it by force. With poison gas that makes living a hell, with submarines that sneak through the seas to slyly murder noncombatants, with dirigibles that bombard men and women while they sleep, with a perfected system of terrorization that the modern world first heard of when German troops entered China, German feudalism is making war upon mankind. Let this old spirit of evil have its way and no man will live in America without paying toll to it in manhood and in money. This spirit might demand Canada from a defeated, navyless England, and then our dream of peace on the north would be at an end. We would live, as France has lived for 40 years, in haunting terror.

America speaks for the world in fighting Germany. Mark on a map those countries which are Germany's allies and you will mark but four, running from the Baltic through Austria and Bulgaria to Turkey. All the other nations the whole globe around are in arms against her or are unable to move. There is deep meaning in this. We fight with the world for an honest world in which nations keep their word, for a world in which nations do not live by swagger or by threat, for a world in which men think of the ways in which they can conquer the common cruelties to inflict upon the spirit and body of man, for a world in which the ambition or the philosophy of a few shall not make miserable all mankind, for a world in which the man is held more precious than the machine, the system, or the state.

INDUSTRIAL YARD BAND.

An industrial department yard band has been organized and is practising faithfully with the result that good band music is heard coming from building No. 22.

The names of the employees from building No. 79, electrical machine shop, who have signified their intention of playing in the band and the instruments they play are: Frank Sullivan, Slide Trombone; Arthur Swasey, Cornet; Samuel Gage, Cornet; Horace McKenney, Alto; Antoni Tanski, Alto; P. Mudgett, Cornet; George Chapman, Bass Drum; F. V. McCollum, Symbols; R. Holworth,

Clarinet; H. E. Hodgdon, Slide Trombone; J. Spencer, Drums. The following employees from building No. 80 machine shop, are playing in the band: J. E. Scammon, Drums; C. A. Pierce, Eb. Bass; A. H. Sullivan, Bb. Bass. The employees from the shipfitters shop who are playing in the band are: H. E. Butler, Cornet; J. G. Taylor, Trombone; L. Ferrone, Trombone; S. M. Dolliver, Trombone; F. H. Ollis, Baritone. The Building Trades, building No. 44 are represented by W. Snow, Cornet; A. D. McIntire, Cornet; Ernest Moulton, Cornet; R. S. Weston, Bass Horn. The other employees playing in the band are: M. H. Levine, Clarinet, bldg. No. 76; A. Vincigurra, Trombone, bldg. No. 42; C. B. Fogg, Trombone, bldg. No. 14; W. E. Messinger, Alto Horn, bldg. No. 14; O. S. Hobbs, Bb. Bass Horn, bldg. No. 45; C. M. Rand, Eb. Bass Horn, bldg. No. 14; P. J. Chabot, Cornet, bldg. No. 86.

At a recent meeting of the band Mr. Arthur Swasey was temporarily chosen as the Musical Director, and Mr. Ernest Moulton as Assistant Director. Mr. Horace McKenney was elected Secretary and Treasurer, and Mr. Merritt Delano Business Manager. The executive committee consists of Mr. Merritt Delano chairman, Mr. Samuel Gage and Mr. Ernest Moulton.

The band had its first public demonstration on Wednesday, August 14th, when they took the place of the Yard Naval Band who were on furlough at the Patriotic Meeting conducted by the National Service Section of the United States Shipping Board, Emergency Fleet Corporation.

A FABLE.

(Apologies to Aesop.)

Two huskies who had just reached the age where the law refers to them as adults drew lucky tickets, and after marching about the town square and being presented with roses and a comfort kit, got a free ride to a bakery where dough boys are needed.

John J., Jr. was filled with the stuff that Marshall Foch used in making Blue Devils. "Right face" and "shoulder arms" were pie for him, and before he left for "over there" it was Corporal John J., Jr.

Percival was one of those boobs who had never been pinched by his boss for actually loafing on the job, but it must be remarked that he kept his left lamp more closely on the time piece than he allowed his right window on the job. His whistle invariably got dry at four twenty and on the way back from the bar he had to read the latest bulletin

on the board. If he got back on the job before the whistle shrieked he was disgusted with himself. When he hit the big circus at Yaphenk he found he could not make his feet track "hay foot, straw foot," as he could not keep his little bright eyes off rest parlor in the hut. And whenever Corporal John J. Jr. called him for mixing up his feet he always got peevish and said the "Corp" had it in for him. When they shipped for over there Percival nearly lost the train, for the town clock was slow and Perce put more faith in clocks than in orders. By the time "Black Jack" had given them the o. o. and allowed them to get at the Heinies, John J. Jr. was called sergeant, but Perce was still low private in the rear rank. At the first get away with Fritz, Sergeant John J. Jr. heard Percival calling another dough boy for firing too fast, and demanding if he wanted to kill all the Kaiserlets in one day. Just then a busy berth took off Percy's head as he was looking at his wrist watch to see if it was time to cease fire, and he went to his eternal rest.

Moral: Fire as many shots at the Germans as you can every day.

R. P. SCHLABACH,

Shop Supt.

MACHINE SHOP (ELECTRICAL).

In this issue of the Lifebuoy appears the group photograph of the Machine Shop (Electrical). The employees of this shop are to be especially congratulated for the promptness and readiness with which they co-operated thus helping to make the photograph an excellent one.

The Acting Foreman of the Machine Shop (Electrical) is Mr. Charles R. Marshall. The Quartermen are Mr. M. J. Barrett in charge of entire Assembling Dept. including supervision over some three hundred female operatives; Mr. W. Hillman Jr., in charge of planning division; Mr. J. P. Lee in charge of manufacturing and machine work.

The Leadingmen are Mr. L. W. Hayward, T. M. Morrow, P. J. Rossiter, F. W. Badger, C. H. Kehoe, A. E. Irish and the following gentlemen who are acting Leadingmen, S. Gage, J. A. Coughlin, J. P. Kelley and M. A. Knight

REST ROOM BLDG. NO. 79.

A rest room has been fitted up for the comfort and convenience of the female operatives in building No. 79 Machine Shop (Electrical).

The girls wish to thank the Management for their thoughtfulness and trust that the way in which this convenience is taken advantage of will show their appreciation of the same.

CLAUDE C. GILLIAM.



In the passing of Claude C. Gilliam, Quartermen Electrical worker, the Navy Yard loses a faithful and efficient employee; one who was ever ready to answer the call of duty, and who went to each task with a smile. To him, work was a pleasure, and no greater reward did he ask than, at the close of the day, to write "finis" to a task well done.

To those who were fortunate enough to number him among their friends, the loss is irreparable. Born and raised under the sunny skies of Dixie, his whole nature was resplendent with the warmth and brightness of the Southland. A laugh, a hand-clasp or a cheerful word was his morning's greeting. Ever ready to help those in trouble, each day found someone thankful for a kindly act from his hand.

As he was through life, so Death found him, extending a helping hand to one in difficulty, his last act a mute testimonial of the warm heart that throbbled for others' woes.

"Large was his bounty, and his soul sincere;

Heaven did a recompense as largely send.

He gave to misery all he had, a tear.

He gained from heaven, 'twas all he wished—a friend."

TUBERCULOSIS.

Tuberculosis is the most destructive and universal disease affecting mankind. It has been called the "Silent White Plague" for it seizes its victims slowly and silently. Tuberculosis is found wherever human beings are congregated together—in fact, in all climates, in all conditions of life and in all races.

According to reliable statistics one-fourth of all deaths between the ages of fifteen and forty result from tuberculosis. Consequently, the economic loss is great for they die at the most valuable period of life.



A few of the early symptoms of tuberculosis are: (1) a slight hacking persistent cough and, (2) expectoration; (3) a loss of weight and strength; (4) "tired out" feeling; (5) "no pep;" (6) poor appetite; (7) slight afternoon fever; (8) "night sweats;" (9) chilly sensation; (10) coughing up a little blood, or a slight hemorrhage.

Further proof is often found by an examination and staining of the sputum to find the germs of tuberculosis, by x-ray of the chest; by tuberculosis tests.

Excesses of all kinds, especially alcohol, lower the vitality and prepare a favorable soil for tuberculosis. Insufficient rest and sleep and worry may destroy or weaken the resistance of an otherwise very healthy individual.

At the slightest sign of any trouble it ought to be the duty of everyone to be examined by a competent physician. Take no chances the earlier the case is recognized the more certain the cure.

Tuberculosis can be cured if taken early and if treatment is intelligently carried out. Fortunately no elaborate treatment is required—only a few simple rules within reach of all; **Rest, Good Food, Sunshine, Fresh Air and Cleanliness.** And the greatest of all of these is **Rest.**

It is not necessary to spend a fortune, or to travel in quest of a cure. The nearer home, the better, for increased climatic inducements are offset by the worry and homesickness of the patient if he is away from those whom he holds near and dear.

The only treatment that has stood the test of time is the "Open Air Treatment." Try a sleeping porch at home first, or at least sleep with all windows and doors open all the year round.

AN APPEAL OF LABOR TO LABOR.

We are face to face with a world crisis. We are in a world struggle which will determine for the immediate future whether principles of democratic freedom or principles of force shall dominate.

The decision will determine not only the destiny of nations but of every community and of every individual. No life will be untouched.

Either the principles of free democracy or of Prussian militaristic autocracy will prevail. There can be no compromises. So there can be no neutrality among nations or individuals—we must stand up and be counted with one cause or the other.

For labor there is but one choice.

FREEDOM THE HOPE OF LABOR

The hope of labor lies in opportunity for freedom. The workers of America will not permit themselves to be deceived or deceive themselves in-

to thinking the fate of the war will not vitally change our own lives.

A victory for Germany would mean pan-German empire dominating Europe and exercising a world balance of power which Germany will seek to extend by force into world control.

Prussian rule means supervision checks, unfreedom in every relation of life.

Prussianism has its roots in the old ideal under which men sought to rule by suppressing the minds and wills of their fellows; it blights the new ideal of government without force or chains—political or industrial—protected by perfect freedom for all.

PRUSSIAN MILITARISTS WILL UNDERSTAND FORCE ONLY

Unless the reconstruction shall come from the German workers within that country, it is now plain that an opportunity to uproot the agencies of force will come only when democracy has defeated autocracy in the military field, and wins the right to reconstruct relations between nations and men.

The peace parleys between Russia and Germany have shown the futility of diplomatic negotiations until Prussian militarists are convinced they cannot superimpose their will on the rest of the world. Force is the basis for their whole organization and is the only argument they will understand.

Spontaneous uprisings in Germany in protest against the militarist government have shown that the German government is still stronger than the movement for German emancipation. German freedom is ultimately the problem of the German people. But the defeat of Prussian autocracy on the battlefield will bring an opportunity for German liberty at home.

NATIONS LINKED TOGETHER

We have passed the period when any one nation can maintain its freedom irrespectively of other nations. Civilization has closely linked nations together by the ties of commerce and quick communication, common interests, problems, and purposes.

The future of free nations will depend upon their joint ability to devise agencies for dealing with their common affairs so that the greatest opportunity for life, liberty, and pursuit of happiness may be assured to all.

This matter of world democracy is of vital interest to labor. Labor is not a sect or a party.

It represents the invincible desire for greater opportunity of the masses of all nations. Labor is the brawn, sinews and brains of society. It is the user of tools. Tools under the creative power of muscle and brains shape the materials of civilization. Labor makes possible every great forward movement of the world.

THE STAND LABOR SHOULD TAKE

But labor is inseparable from physical and spiritual life and progress. Labor now makes it possible that this titanic struggle for democratic freedom can be made.

The common people everywhere are hungry for wider opportunities to live. They have shown the willingness to spend or be spent for an ideal. They are in this war for ideals.

Those ideals are best expressed by their chosen representative in a message delivered to the Congress of the United States January 8, setting forth the program of the world's peace.

President Wilson's statement of war aims has been unreservedly indorsed by British organized labor. It is in absolute harmony with the fundamentals indorsed by the Buffalo convention of the American Federation of Labor.

AT WAR FOR LABOR'S IDEALS

We are at war for those ideals. Our first big casualty list has brought to every home the harass and the sacrifices of war. This is only the beginning.

A gigantic struggle lies just ahead that will test to the uttermost the endurance and the ability and the spirit of our people.

That struggle will be fought out in the mines, farms, shops, mills, shipyards, as well as on the battlefield.

Soldiers and sailors are helpless if the producers do not do their part. Every link in the chain of the mobilization of the fighting force and necessary supplies is indispensable to winning the war against militarism and principles of unfreedom.

WAR SERVICE OF WORKERS

The worker that fastens the rivets in building the ship is performing just as necessary war service to our republic as the sailor who takes the ship across or the gunner in the trenches.

This is a time when all workers must soberly face the grave importance of their daily work and decide industrial matters with a conscience mindful of the world relation of each act.

The problem of production indispensable to preventing unnecessary slaughter of fellow men is squarely up to all workers—aye, to employes and employers. Production depends upon materials, tools, management, and the development and maintenance of industrial morale. Willing cooperation comes not only from doing justice but from receiving justice.

The worker is a human being whose life has value and dignity to him. He is willing to sacrifice

for an ideal but not for the selfish gain of another. Justice begets peace. Consideration begets cooperation. These conditions are essential to war production. Production is necessary to win the war.

TASK FOR THE GOVERNMENT

Upon the Government and upon employers falls the preponderance of responsibility for securing greatest efficiency from workers. Standards of human welfare and consideration of the human side of production are part of the technique of efficient production.

Give workers a decent place to live, protect them against conditions that take all their wages for bare existence, give them agencies whereby grievances can be adjusted and industrial justice assured, make it plain that their labor counts in the winning a war for greater freedom, not for private profiteering, and workers can be confidently expected to do their part. Workers are loyal. They want to do their share for the republic and for winning the war.

This is labor's war. It must be won by labor, and every stage in the fighting and final victory must be to count for humanity. That result only can justify the awful sacrifice.

RELY ON WORKERS' SPIRIT

We present these matters to the workers of free America, confidently relying upon the splendid spirit and understanding which has made possible present progress to enable us to fight a good fight and to establish principles of freedom throughout the whole world.

We regret that circumstances make impossible continuous close, personal relations between the workers of America and those of the Allied countries, and that we cannot have representation in the interallied labor conference about to convene in London.

Their cause and purpose are our cause and purpose.

We cannot meet with representatives of those who are aligned against us in this world war for freedom, but we hope they will sweep away the barriers which they have raised between us.

MUST CRUSH AUTOCRACY

Freedom and the downfall of autocracy must come in middle Europe.

We doubly welcome the change if it comes through the workers of those countries. While this war shall last we shall be working and fighting shoulder to shoulder with fellow workers of Great Britain, France, and Italy.

We ask the workers of Russia to make common cause with us, for our purpose is their purpose, that finally the freedom-lovers of all countries may make the world safe for all peoples to live in freedom and safety.

EXECUTIVE COUNCIL

AMERICAN FEDERATION OF LABOR

Samuel Gompers, President.
James Duncan, First Vice-President.
James O'Connell, Second Vice-President.
Joseph E. Valentine, Third Vice-President.
John R. Alpine, Fourth Vice-President.
H. B. Perham, Fifth Vice-President.
Frank Duffy, Sixth Vice-President.
Wm. Green, Seventh Vice-President.
W. D. Mahon, Eighth Vice-President.
Daniel J. Tobin, Treasurer.
Frank Morrison, Secretary.

OUR MACHINE SHOP (ELECTRICAL) FOREMAN.



The following words spoken by Mr. Charles R. Marshall when interviewed recently by the editor will illustrate why Mr. Marshall was chosen as the Acting Foreman of the Machine Shop (Electrical), Building No. 79 for he said "Give me a hammer, chisel and a wrench or for that matter any mechanic's tools and I am happy." This sentence brings out strongly the fact that success can only be achieved when one is happy and contented with his work at hand. Real happiness can only be realized when each one of us gets such happiness out of his or her own work. The successful way in which Mr. Marshall is getting co-operation from

the Brass Shop is mainly due to the above stated facts for one can only work efficiently when happy and contented.

The welfare work that is already under way such as a Rest Room for the female operatives, the Lunch Room, baseball team and Shop Band as well as the welfare work still to be carried out all prove Mr. Marshall's theory that one can only realize happiness when contented with the work at hand.

Mr. Charles R. Marshall was born in Rochester, N. H., on January 14, 1884. At the age of three his parents moved to Portsmouth and he has lived here ever since. The Yard can well feel proud of Mr. Marshall as he is a product of the Navy Yard itself so he says for he learned his trade on the Yard and has grown with the Yard.

In 1901 he was accepted as a successful candidate in a competitive examination for apprentices and in 1905 received a diploma after having served his time in the steam engineering department.

For awhile Mr. Marshall was employed by the Porter-Whidden Co. of East Boston, on marine engine experimental work. He then went to the United Shoe Machinery Co. of Beverly, Mass., where he was employed in the automatic screw machinery department.

In July 1906 he again came to the Yard as a journeyman and has been here ever since, a period of twelve years. In his examinations for Leadingman and Quarterman Mr. Marshall was always near the head of the list. Mr. Marshall was appointed a Leadingman Machinist in Sept. 1910 and Quarterman in 1914 and on March 28, 1918 he was appointed Acting Foreman of the Machine Shop (Electrical).

His hobby and source of amusement is his automobile and he says that if one wishes to relax properly after a hard day's work all he needs is an automobile. It is the editor's understanding that this is essentially correct provided the car causes no trouble.

Mr. Marshall wishes to have a democratic shop and his aim is to deal fairly with everyone and to have those competent get their just rewards.

A PLEDGE

J. L. Price

That my after years be unmortgaged to regrets and sorrows and "what might have been."

That I may fully share in the bounties of life.

That I and mine may lead a cleaner life, a more fruitful life, a happier life.

I PLEDGE MYSELF

To always think of my own safety and of the safety of my fellow men.

To keep my eyes open for unsafe conditions and to take proper measures for their remedy.
 To keep the machinery I work with and the tools I work with in good order.
 To wear goggles whenever there is a chance of an eye injury.
 To attend at once to the most trivial injuries that I may sustain, whether in the plant or in the home.
 To be helpful to my fellow man, especially to the new man; to show him his work can be done properly and safely.
 To be orderly in my habits.
 To lead a clean life, physically and morally.
 To keep my temper.
 To make allowances for the "other man's" weaknesses.
 To consider the day lost in which I failed to improve either myself, or my home, or my work.
 To be cheerful, hopeful, useful, careful.
 To be a loyal employe of the Company for whom I work.
 To be a loyal citizen of the United States of America.

THE UNSEEN GUARDIAN

By Will Aiken

My aim is help for all mankind
 And my job is ages old,
 I've played my part since Adam was
 And the Eden tale was told;
 To me men turn where danger looms—
 And they never turn in vain!
 For with my aid they're spared so much
 Of tears and grief and pain.

Because of me no widow weeps
 Nor mourns a helpmeet dead;
 No mother waits her son in vain,
 No orphans' tears are shed
 From birth to death, but give me thought
 And I shall see man through;
 I ask of him no sordid gold—
 My duty freely do.

Man sees me not, and yet he knows
 I'm ever at his side;
 Though he delve deep 'neath old Earth's crust
 I'm there, whate'er betide.
 I care not where his duty calls,
 On land, on sea, in air,
 I throw about poor mortal man
 My ever watchful care.

I've done my bit since dawn of Time
 To lessen Death's grim toll,
 I write the names of heroes high

On Fame's eternal scroll.
 My only plea: Give me a chance,
 And Fate may do its worst;
 I serve Mankind, and I conserve—
 For I am Safety First!

SAFETY RULES FOR ELECTRICIANS

1. Employees engaged in handling of electrical circuits are sometimes exposed to hazardous conditions and it is urged that they cultivate the habit of being very cautious.
2. Rubber gloves should be used whenever the work is hazardous. However, do not rely upon them for absolute protection. Rubber gloves should be kept clean and free from grease.
3. Always assume that all circuits are grounded and properly insulate your body against all wires.
4. Never work alone whenever it is necessary to tap a live wire or when working in the vicinity of live parts.
5. As far as possible use only one hand when working about electrical circuits and switches.
6. Never work on circuits with sleeves rolled up.
7. Never trust the insulation on a wire for protection from a shock.
8. Switches should be left **wide open** when in the open position and fully closed when in the closed position.
9. When working on lamp circuits be sure that you are well insulated from the ground and that the lamp circuit is open.
10. Do not cut the ends of wires and leave them exposed. Always see that the ends are well insulated.

STRAINS.

A strain is caused by lifting something which is too heavy or when lifting in a cramped position. The strain almost always occurs when the man knows the thing he is going to lift is too heavy for him. He then braces all his muscles and seizing the thing to be lifted gives a sudden contraction of the lifting muscles.

The first result of strain is pain and sudden weakness. Later the pain becomes dull and the weakness more marked so that the patient cannot use the affected muscles at all.

The best way to avoid strains is when about to lift something heavy to first try it slowly. You can then see if it is easily within your strength; if it is not, get someone to help you.

SPRAINS.

A sprain is caused by a wrench or similar injury which stretches or tears the ligaments of a

joint.

The best thing for a sprained joint is rest.

The next best thing is heat.

If you sprain your ankle or knee try to get home without using the leg any more than is necessary.

Remember that a sprain is a serious thing and the joint should be given a good rest and when used be supported by a bandage, and adhesive plaster straps or it will be weak for a long time.

Soak the ankle in as hot water as you can bear for half an hour and go to bed.

The same treatment should be used for sprain of any joint, applying hot clothes where the joint cannot be put into hot water.

DON'TS FOR WELDERS

DON'T; drop or give oxygen tanks severe knocks.

DON'T; oil or lubricate oxygen tank valves, regulators or any tank parts that are in contact with oxygen.

DON'T; set oxygen or acetylene tanks in the Hot Sun or in a place where the temperature may exceed 90 degrees F.

DON'T face oxygen or acetylene gages, when opening tank valves.

DON'T; open oxygen or acetylene tank valves, before first releasing tension on regulating springs by unscrewing regulating screw.

DON'T; light torch before being positive that gases are properly connected and that connections and hoses are tight. Watch for leaks.

DON'T; weld or cut before adjusting goggles to your eyes. You have only one pair of eyes and cannot get a new set so be careful of them.

GAS CHARGING STATION

Smoking, carrying of lighted cigarettes, striking of matches, carrying of lighted torches or any naked flame is strictly forbidden in or around the Gas Charging Station. Extreme care should be exercised so that no spark from friction or otherwise may occur.

Persons other than those designated to operate gas generator and compressor must keep out of Gas Charging Station.

SMITH SHOP HAZARDS.

Smith Shop employees are subject to the danger of sparks flying from hot metal. Although a smith usually taps the bar of iron before hammering it and in order to knock off the oxide, there is often produced a shower of sparks which may burn the skin or set fire to the clothing.

Swages, flatters, fullers, breaking-down tools and tools of various other kinds are frequently struck sledge-hammer blows whereby the heads of these respective tools are reduced to a burred condition. Ultimately, these burred projections will fly off and it is purely a matter of guess relative to whether or not some one is injured. Tools with burred heads should be dressed or discarded as soon as possible.

Suitable clothing especially good shoes should be worn for torn clothing may become caught in the machinery such as the trimming presses, etc., whereas run down shoes cause tripping and stumbling accidents.

DAYLIGHT.

For four long years the Allies have been traveling thru a tunnel with the firm and steadfast resolution that they ultimately would see daylight.

That time is now at hand and it behooves us all to see that we do not get pushed back into the tunnel. In reality it is up to us to get as far away from the tunnel as possible.

We now have good news and are regaining more confidence than we have had for some time, but we should not allow ourselves to forget that the job is not over. We are fighting for the right and feel confident that the God of righteousness will see us through, but we still probably have troublesome times to meet.

Only a short time ago we were hoping that we could hold the Germans, now we are on the offensive and have taken the initiative. This turning point may be attributed directly to the entrance of our American army for the morale effect on the French and English has been wonderful. Moreover, our troops have proved their mettle and are the equal of any troops in the world.

Despite the good news and the gain in confidence we should not allow ourselves to get over confident. The next Liberty Loan should be backed harder than ever and should other Red Cross, Y. M. C. A. or K. of C. drives be deemed advisable they also should be strongly supported.

TWENTY-FIFTH ANNIVERSARY

On Aug. 1, 1918, Mr. Aaron H. Brackett, of Kittery, completed his 25th anniversary as an employee of this navy yard. His fellow employees in the Industrial Department presented him for this occasion, with \$20 in gold. Mr. Brackett's long, faithful service was further rewarded by the Industrial Manager, who granted him an increase in salary.

CHIPS, PICKED UP IN THE YARD.

THE KID THAT'S BEEN GETTING IN HIS LICKS THE BOYS IN '80 ARE GETTING USED TO CIGARS NOW.

(WHO'S THE GUY THIS TIME?)

THE LINE AT THE RESTAURANT DOOR.

MOVE UP AN KEEP STILL

HEY! QUIT PUSHIN'!

DOWN THE VALLEY

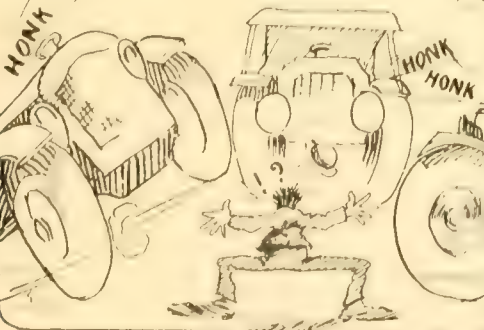
RIGHT

OOO BOY

DON'T DESERT ME SHORTY!

THIS IS THE "SEA BREEZE" THAT MAKES THE "BEACH NUTS" LONG FOR A VACATION. (ASK THE BOYS IN '79)

HOW IT LOOKS TO A STRANGER ABOUT 4.31 P.M.



YOU DIDN'T DROP YOUR CHECK THIS NOON!

I WONDER WHY?

A POPULAR MISS IN A POPULAR SHOP



BIRCHALL - BRD. 79

WOMEN'S WORK IN WAR TIME.

Although "Man Power" is rightly accounted one of the decisive elements in the world war, "Woman Power" should also be not lost sight of in the tremendous conflict now raging.

As we ourselves are now becoming short of "Man Power" to fill our industrial ranks it is only natural that the huge reservoir of latent human energy in women should be utilized to the best advantage. What Europe has achieved and what mistakes Europe has made are today of keen interest to us, now that we are facing a steadily growing shortage of labor.

Universal tribute should be paid to both the spirit and the capacity of the women workers in war time for their zeal and deftness are subjects of general comment.

In our own shops particularly the Electrical Machine Shop, Sheet Metal Shop and Spar Shop, women are being trained to fill the places of men called to war and to release men for other more important war work. As matters are now shaping themselves, female operatives will soon be placed in other shops.

In England (according to Dr. Addison former Minister of Munitions), "The widespread employment of women has been attended with singularly little difficulty for from 60 per cent to 80 per cent of the machine work on shells, fuses and trench warfare supplies is now performed by women."

In that women are to be employed more and more on work in this yard because of the impossibility of getting men it is necessary to briefly point out a few of the issues deemed extremely vital. The advisability of a change in dress to a bloomer costume is most necessary for three reasons (1) Economy, (2) Sanitation, (3) Safety. Women of today insist upon wearing flowing skirts, flimsy shirt waists and impracticable footwear. All this must be eliminated if "safety first" and "cleanliness" are to be our modern Mottoes.

A demonstration of blouses and bloomerettes was held at each shop recently under the direction of the Safety Engineer and it is hoped that each female operative will govern herself to the point where she will procure a change of garment.

In that the footwear now worn by most of our female operatives is impracticable and unsafe it is requested that serviceable footwear be procured. Shoes with high heels are extremely dangerous and the wearing of the same must ultimately cause serious tripping and stumbling accidents.

The following notice has been issued to each

female operative now working on the Yard and a similar one will be issued to each new female operative coming to work on the Yard:

NOTICE

Employment of Female Operatives.

Cognizant of the fact that women and girls are more or less susceptible to possible injuries unless properly instructed the following notice has been issued and it is hoped that each female operative will govern herself accordingly.

1. It is recommended that all female operatives, who are working at machines or in the close proximity of machinery, should have their hair done up tightly, be well secured and preferably confined by a tight-fitting cap of close net or a hair net or some other suitable and efficient material.

2. Close-fitting overalls or bloomerettes that completely cover the dress should be purchased and worn—the said overalls to fasten at the side or back and to include sleeves buttoned or otherwise secured at their ends.

3. Belts should be changed by a male supervisor and not by the ordinary operative.

4. Under no circumstance should machines be cleaned while running or in motion.

5. Rings, bracelets, wrist watches and other jewelry should not be worn while at work for they may be caught in belts, gears or other parts of the machinery and cause serious if not fatal accidents.

6. If you do not understand the functioning of the machine do not be afraid to ask questions, for it is better to be safe than sorry.

7. Proficiency in work is gained only by experience and practice, consequently apply yourself to your work diligently and carefully.

8. An investigation is being made relative to determining just what overalls are the most practicable and serviceable.

ADDRESS BY PRIVATE LE FAY

Address made by Private Le Fay, 14th United States Engineers, at Navy Yard, Portsmouth, N. H., Aug. 14th, 1918.

I want to make a few remarks before telling you of my experiences over there. I came back here, not as a speaker, but through the channels of the hospital, six hospitals in France and three in America, and this is not my line—I am a plumber.

I went away over a year ago with the American Engineers. We were all over town in New York for two days before we sailed on liberty and I wrote home and told my folks the name of the vessel and when we were going to sail. A few days

or a week after that one of the Boston papers published the news that the ship I was on had been sunk, the ship carrying American Engineers. Of course all the people who had relatives and friends on this boat were worried about it. There they were, the people at home, worrying about us, and we were on the ship enjoying the trip under the best of conditions and with the greatest convoy on earth. The only ones doing any worrying were the people back home. The only worrying we were doing was that we wouldn't see a sub to give the boys a chance to get them.

After we landed in England the first thing I did was to send a cablegram home. I went up to the station to send the message and the man in charge there was an old man and I asked him if he could get the message off for me. He said, "My boy, I have got two sons over there and when I hear from them I am pleased, so you bet I will send the message for you." I sent the message at 8 o'clock Sunday night and at 11 o'clock that same Sunday night the folks back here got my message and the following morning it was published in the Boston Post.

There are some who say that England isn't doing her bit. I want to tell you boys that England is doing her part. Every man, woman and child in England is doing their bit to win the war. The things we saw in England were enough to tear your hearts out. On every hand you had the war brought home to you. You go to any town or city and you do not see the women wearing the bright colors and dresses that you do here. In England they are all in black, and when we marched in England the people all cried out—Come on Sammy, give us a smile, and I want to tell you our hearts went out to them. In every city and town of any size they have their hospitals crowded with sick and wounded and everybody has felt this war. Here in this Country the people don't realize yet that there is a war. You go to the different beaches and different hotels and cafes and the proprietors all tell you they are making more money than ever before. I tell you the people don't realize we are at war, except those who have brothers, sons and dear ones in the army; they are the ones who realize it, but those who have not do not think about it; they figure because the Government is sending over men in uniform that is all that is required. They are waiting for their turn, but I want to tell you that is not enough, that the whole country is at war, that every man, woman and child in America is fighting Germany, that it is just as much your war as it is our war.



PRIVATE LE FAY

While I was in England I had liberty in town and I had a pass to stay until 10:35 at night. Just think of it, if some of your dear ones has a few hours off here in America you only wish they had a few hours more when the time is up for them to go, but in England, while I had a pass to stay in London until 10:35 at night I took a train at 6 o'clock back to this camp because of the sights one sees, men with their arms and legs gone and otherwise wounded, and I would have taken one sooner if I could have got one. Those are the things that impress you more than anything. I remember seeing many wounded on outings on which they take these men, and one in particular comes back to me of a small boat going up the Thames with a party of these men on an outing; there were forty men in this party and in those forty soldiers there were only thirty-five arms and legs. Those are the things to see that make you realize that we are at war.

After a short stay in England we sailed for France. We received gas instructions for two days and then went right up behind the lines. While we were going over we were all afraid that it would be all over before we got there and we could not get there fast enough; and that is the feeling that prevails in America today, but I want to tell you that it is wrong; we are going to lick them but it is going to take some time and everybody has got to do their bit, each and every one of you here in the Country; the boys over there are all doing theirs.

When we were given gas instruction we were instructed in the use of two helmets, one the box respirator and the P. H. helmet. You have from four to five seconds to get on those masks and the men can get them on in three or four. The mask is hung in front of you and when the gas signal comes the mask goes on over your head and covers your face and you pinch in your nose and breath through a tube. After we had gas instruction we were sent right up behind the lines and relieved the Royal Engineers; we took over positions that they were operating for supplying their lines and bringing up ammunition and supplies. We met all kinds of men there and from all the colonies. The Scotchmen are called the "Jocks;" the Englishmen "Tommys;" and we are called "Sammys." I wish I could tell you the feeling and spirit that those men have. I remember in talking to one Scotchman he told me—"Sammy, when you get your gun in your hand and you meet a German, the only thing to give him is to stick him, and when you stick him he will grunt just like a pig," and he says, "when they get down on their knees and put their hands up in the air and holler 'mercy comrade,' why stick them and hear them grunt. Sammy, if you ever turn your back on one of them when they do that, he will stick a bayonet or a knife in." I want to tell you that these Scotchmen are all wonderful men. Once when we were bringing up ammunition for the Lewis guns and bringing down the wounded, we had some of the Scotchmen to handle. There was one fellow who was wounded and he said to me—"Sammy, give us a fag," and I gave it to him and I noticed that he was all battered up. Then he looked at me and my pants were tore away at the leg, and he says—"Sammy, you would make a good man in kilts, you have a fine pair of knees on you." I tell you that just to show you the wonderful spirit of those men, even when they are badly hurt.

You hear a lot about sunny France and I want to tell you about that—over there we found that

the sun shines for about five minutes every day. Plenty of the men are working under awful conditions and every one of them is doing his duty and a lot of them are doing more than they are supposed to do. In our own regiment about a dozen of the boys went up to the front line trenches and went over the top with a raiding party and brought back a few German prisoners. They are not called on to do that but that just shows the spirit of the men.

Another thing that you hear a lot about is that the Germans are wonderful fighters. At Cambrai about 160 of our men met them; we had no ammunition, were without guns, nothing but sticks and bricks to fight back at the big yellow quitters, and yet the Germans ran away from us. Just think over the war, think over the preparation Germany has been making all these years and how Belgium, France and England have gone in without this preparation and have held them. At some places they have made dugouts 65 feet deep in the ground, and the Allies have not only held them but have driven them out of these places and driven them back. Think of all the methods of frightfulness that Germany has used. Why in twenty minutes 17,000 Canadians were gassed to death; can you imagine that? Think over these things and then you will see those wonderful fighters. Why in some of the German front line trenches we found over forty women and children who had been killed and mutilated. They also make it a habit of dropping bombs on Sundays on churches and places of worship. Then there are the hospitals, which on all four sides have large mounds with a large red cross on them; it is just like advertising these places to the Germans, because they make it a practice to keep bombarding and dropping their bombs on them.

I wish you would think of those things when you feel like letting up and that it would spur you on to doing your best. We are all doing our best over there. Over here when you get through work you know your supper is going to be ready for you and when you go to bed you know you won't have to get up until the alarm goes off in the morning. I have been out there time and time again and laid down on a nice soft board or a nice piece of soft concrete and after lying down there probably ten or fifteen minutes we would have to get up and go to work again. In fact some of our crew is going up to the front all the while.

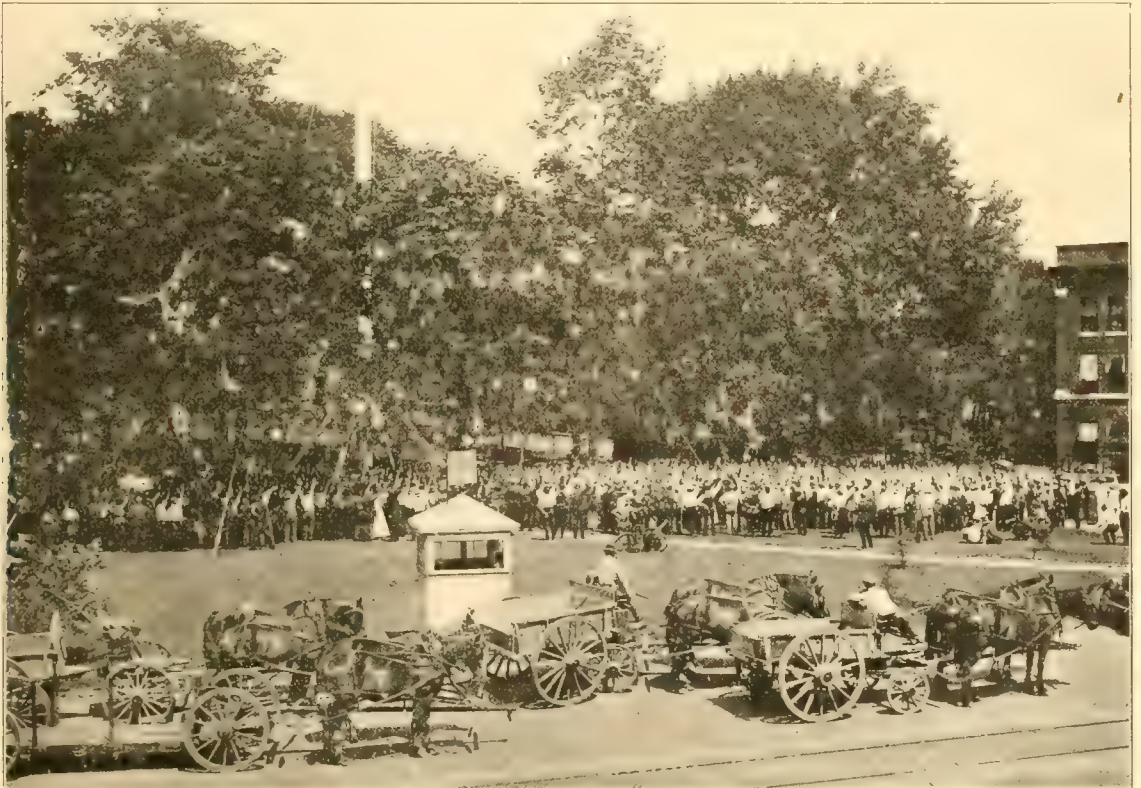
The lines we are laying are not toy lines, but they are doing wonderful work with them and the boys are right up there with them all the time. As fast as a rail is blown out or destroyed we have another to put right back into place, and we are

going all the time. At Cambrai we were bringing up ammunition and bringing down the wounded. We were following up the New York Engineers and they were striking ahead of us. One of the trucks came off the track and we had orders to leave it there. One of the English Officers said never mind that truck, leave it. Our Sergeant said we brought that truck up and we are going to take it back, and we did, and they took me back with it, because those gas shells came over and I didn't get my mask on soon enough. I don't remember much about it. It is something that I could not describe; it seems to me as if it was like breathing ammonia as strong as your lungs will take it and that is all I remember, but it is something that I shall never forget. I would not be here now but for the wonderful work of the Red Cross, they are the ones that have brought me here. I have been in a number of states and around lots of places and you hear that same old bumcomb about the Red Cross. A common story is about some woman going into a store and buying socks or a sweater that somebody else knitted for the Red Cross. There are all kinds of such yarns spreading throughout the Country, and

there is nothing to it but German Propaganda; they are the ones who are spreading these yarns. I want to say for the boys over there that the Red Cross is doing a wonderful work for all of them.

We don't want you all in the Army or Navy because if everybody got in the Navy or Army how would the boys get the stuff over there. Just remember you have got to do your share here. Stand back of the boys who are over. Keep on your job every minute, just as if you were working for your own brother, because we are all brothers over there. There were two fellows together and they were talking and I started to walk in between them, when I asked them if they wanted to be together and one of them said—"Boy, we are all together now."

We are all together. Everybody in America are soldiers; you are soldiers, we are soldiers, and we have all got to do our bit, and when I stand here and see you all and think of our flag and what it means I feel like taking a pledge and I want you all to take a pledge to our flag; what do you say? (And every man and woman in the audience took the pledge.)



10,000 HANDS PLEDGED TO UNCLE SAM

BASEBALL LEAGUE.

On Monday, July 29, the opening game of the Navy Yard League was auspiciously started when some 750 employees of the Yard attended the opening game.

A parade headed by the Naval Band from the cruiser North Carolina started at the Shipfitter's Shop and gradually grew in size as it passed shop after shop on the way to the baseball diamond near the Naval Prison. The delegation from the Electrical Shop was extremely noticeable for some 300 girls all carrying the American flag helped to make

the day a memorable one.

At exactly 4.45 our popular Industrial Manager, Mr. L. S. Adams, pitched the first ball and the game and league was on.

The teams who drew the fortunate numbers to play the opening game were the Shipfitters Shop and the Electrical Machine Shop. Although the game was somewhat one sided it was nevertheless interesting. The pitching of Doll for the Shipfitters Shop and Abrams for the Electrical Machine Shop was well worth going a long way to see. Umpire Barker, Asst. Paymaster, was in his prime and umpired an exceptionally fine game.



INDUSTRIAL MANAGER L. S. ADAMS. TOSSING THE FIRST BALL

The line up and score of the opening game was as follows:

ELECTRICAL SHOP						
	AB	BH	PO	A	R	E
Hackney cf	2	0	0	0	0	0
Crowley 3b	2	0	0	1	1	1
Golden ss	2	0	3	0	0	1
McLawr rf	2	1	0	0	0	0
Connors c	2	0	7	0	0	2
Haley 1b	1	0	1	2	0	1
Stackpole lf	1	0	0	0	0	0
Abrams p	1	0	0	1	0	0
Pray 2b	1	1	1	1	0	0
Total	14	2	12	5	1	5

SHIPFITTER'S SHOP						
	AB	BH	PO	A	R	E
Morrow lf	3	1	0	0	1	0
Vreeland 1b	3	1	3	2	1	0
Kelley 2b	3	0	0	1	0	1
Ellis ss	3	1	0	0	1	0
Murray c	2	0	9	1	1	0

Fontaine 3b	2	0	0	0	2	0
McLaughlin rf	2	0	0	0	2	1
Owen cf	2	0	0	0	0	0
Doll p	2	0	0	2	2	0

Total	22	3	12	6	10	2
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Innings	1	2	3	4		
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Electrical	1	0	0	0-1		
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Shipfitters	0	5	0	5-10		
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Struck out by Doll, 8; by Abrams, 7; Stolen bases, Pray 2, Crowley; Sacrifice hits, Golden, Doll; Base on balls, Abrams 2, Doll 0; Umpire, Barber.

DUST FROM THE DIAMOND.

On July 31st the teams representing the Foundry and Building Trades crossed bats at Prison Diamond No. 1, when the former won due to a forfeit because the Building Trades played an outside player. Were it not for this fact the Building Trades would have received the credit in the League standing, for they actually won the game by the score of 2 to 1.

Score by innings	1	2	3	4	5
Building Trades	1	0	1	0	0—2
Foundry	0	1	0	0	0—1

Batteries—Building Trades, Miller p, Fellows c;
Foundry, Marsh p, Mercer c.

At Diamond No. 2 the Boat Shop crossed bats with the Spar Shop, and the game resulted in a tie, 8-8

Score by innings	1	2	3	4
Boat Shop	2	0	4	2—8
Spar Shop	6	0	1	1—8

FOURTH LIBERTY LOAN.

The campaign for the fourth Liberty Loan will start Sept. 28th and end Oct. 19th. At this writing the amount and terms are not known, but it is probable that the interest will be the same as on the last loan.

What is the Portsmouth Navy Yard going to do? What is the minimum we shall set? We now have practically 5000 employees in the yard. Is half a million dollars too high to set the minimum? I do not believe so.

Are we going to let any other Yard beat Portsmouth this time? I do not think so. What do you think? This Yard has had three vigorous campaigns, while other Yards did not wake up until the last Loan. It is natural some of the other Yards should go ahead of us last time, as we had had two hard drives before and they had not; but this time we are starting on more even terms and I expect to see Portsmouth head the list.

I want to make a suggestion relative to this drive. Let us form a "Win-the-War" club in the Yard, and let each shop form a local club. Every employee who owns a Liberty Bond should be eligible for membership. The initiation fee should be accompanied by signing a pledge that the "candidate will devote his best efforts toward winning the war; that he will be regular in attendance to work; that he will offer encouragement and help to new employees and that he will help in every reasonable way to keep up production." The dues should be the fulfillment of the pledge.

One of the first duties of the Club can be in helping to make this Liberty Loan a success. Let each shop club elect a Loan Committee, whose duties shall be to see every employee in the shop and try to have each one buy one or more Liberty Bonds as they are able. Each committee should elect a chairman who will be a member of the Central Committee which shall have general charge of the drive. The Shop Superintendent's office will assist in every way possible, and a representative will meet with the Central Committee.

We must do our share to make this Loan a success, and that means that every man and woman on the Yard must be interested in it and must work for it.

What's your answer?

R. P. SCHLABACH,
Shop Supt.

WITH THE COLORS.

June 14, 1918.

Dear friends in the Boat Shop:-

We have done a lot of traveling from place to place, but have settled down for a while. Morgan is at another base but Godfrey, Hooper and Littlefield are at the same base that I am at. Everywhere I go I find a nice Y. M. C. A. it is wonderful the way they have worked to make things comfortable and homelike for the men.

Tell the boys to loosen up when the Y. M. C. A. or Red Cross ask for help, they would be willing to give a whole lot to both if they had only been in the service awhile, they don't know what it is to sacrifice for their country. It meant a lot of sacrifice for me to come and I am glad that I came. I felt that it was my duty to come and I feel better because I did. I hope that you are building a lot of boats now. I saw one of the Portsmouth 35 footers a few days ago, she certainly looked natural. I am at a nice place and we get good chow we have got a great cook here.

Write when you can.

Richard C. Wildes, C. M. IC.
Whiddy Island, Ireland
Care Postmaster New York.

P. S. Remember me to the boys. Hooper is as pretty as ever.

"LIFE WISDOM."

"Count always your brightest moments your truest moments."—Phillips Brooks.

"If you want to be miserable think about yourself."—Chas. Kingsley.

"Get thy tools ready; God will find the work."—Browning.

"Do the duty that lies nearest thee; the next is already clearer."—Carlyle.

"The only helpless people in the world are the lazy."—Gen. Armstrong.

"You cannot dream yourself into a character; you must forge and hammer yourself into one."—Fronde.

"They are slaves who dare not be
In the right with two or three."

—Lowell.

"No life can be pure in its purpose and strong in its strife and all life not be purer and stronger thereby."—Owen Meredith.

We never know for what God is preparing us in his schools, for what work on earth, for what work hereafter. Our business is to do our work well in the present place, whatever that may be.

L. Abbott.

SUPPLY DEPARTMENT

Just because we haven't been represented heretofore, we want it understood that we are in favor of the Life Buoy and will furnish notes in the future.

Five new yeowomen from Boston came into the office this week.

Mr. and Mrs. William Burns returned this week from a trip to their camp at Oxford, Maine.

The Misses Pauline Hobbs, Nellier Call, and Mildred Heeney are planning to spend the first two weeks of September at a girl's camp located near Roxbury, Vt.

Una Badger has been appointed assistant to Leon Robbins. It is the wish of all the office force that she be successful in her new work.

Work in the Supply Department seems to be ever increasing, for nearly every morning we see new desks moved in.

Doris Kaula has returned from a week's vacation spent at her Uncle's summer home in New Ipswich, Mass.

Assistant Paymaster Harvey Knight has reported aboard the U. S. S. NORTH CAROLINA for duty. He will be greatly missed in the Supply Department. His many friends wish him the best of luck in his new field of work.

WE WONDER:

If "Colonel" Leavitt will look the same when he returns from New York. We know you love the chickens, "Colonel", but we think you're all right just the same.

Who will be the next victim to fall under's Neighbor's hypnotic charm?

Who's little heart he is breaking now?

If Roland Shaw ever thinks about the girls in the Supply Department?

If Eddie will fit as strong as Roland did?

What is the best thing to remove sea sand from the hair?

Why Ernest Saunders prefers Kittery Point to Kittery. Carmine is pretty nice. We don't blame you much.

What kind of powder the new Boston girls use? "Calamity Jane" and several of the office boys have

been complaining of a headache this week.

How "Colonel" Leavitt's wife makes such good sugar cookies in war times?

Why "Abbie Ka-bibble" comes up stairs so often? (Well Abbie we heard her say you were cute, so now's your chance,—strike while the iron is hot!)

Who took Miss Carney's picture the other noon-time?

ANVIL SPARKS.

YET TO BE SOLVED

Is it his winning ways or his pocket book?

Why Maurice goes to Exeter only on stormy days?

What Walter Fernald does with the Elastic Bands he borrows on pay days?

How's the weather in Barre, Walter?

The girls in the Office wonder if Levine ever has a Pipe Dream.

Do the Twins keep you walking, Daddy?

Does Levine get lost in the fog every morning?

All off the beach at 10.30, Reckendorf, Dixon, Sherburne.

Old clothes bought and sold by Frank Morse and Happy Armstrong. Sweaters a specialty.

Frank Linscott has purchased a new horse, the last one was too fast for him.

Eddie Hammond has decided to walk rather than ride with Howard Dixon.

Cap. Lem is still waiting for a new chair.

If the girls at Salisbury will make Bill go home early he will be able to get up Sunday Morning.

Elmer Riley and Jack Chapman went to Boston recently but we can't seem to find out whether it was for business or pleasure.

Some of our boys would be better off if they kept away from Newcastle.

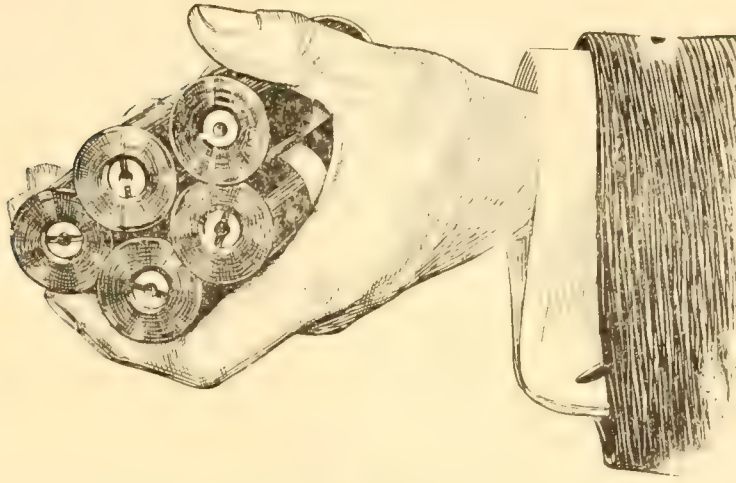
Ray Brackett has certainly made a hit with the girls at York Beach.

Reckendorf says he should worry about the new Salisbury law. He thinks the girls are more lovable at Hampton.

A record of 35 years in the Smith Shop is held by Mr. George McIntosh. Mr. McIntosh is a veteran of the Civil War and although not young enough to soldier in this war he is doing his soldiering at the hammer. At the time he began his work on the yard there were no steam hammers, all work being done by sledges. Mr. McIntosh is now rated as a Hammer Runner and he is an expert at the work.

Earle Jones reports that Married life is all that it is said to be and then some.

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FOR YOUR TIME OFF, ALL SIZES AT

MONTGOMERY'S OPP. P. O.
THE ORIGINAL KODAK STORE

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18 Pleasant St. - - - Portsmouth N. H.

Formerly CLARK'S BRANCH

"I SAW IT IN THE LIFE BUOY"

SEEN THROUGH THE PERISCOPE.

Austin A. Googins, our fair stenographer, is at that popular watering-place, Old Orchard, for three weeks.

Dennis Carey is now at the Syracuse Recruit Camp, where he is getting accustomed to the numerous thrills of the Army. We hear that he is the keystone-sacker for the camp baseball team.

The following men have returned from their vacations; J. E. Borden, who has been summering around the favorite resorts of Maine and New Hampshire; H. F. Downing, who pulled some of that cave-man stuff at some one of Joe Knowles places way down in Maine; E. G. Kittredge, who dived into the wild haunts of Portland and vicinity.

Billy Miller is now in New York, where it is likely that he is putting in quite a little of his time with his new acquisition, we wonder what it is.

H. O. Farrington is now confined to his home with a broken arm, which is the result of the back-firing of his pet fire-bug.

(F. N. Staten has been confined to his home) with a severe attack of tonsillitis.

S. E. Wendell has been transferred from the Machinist's gang to the Submarine Drafting Room.

F. S. Snow, E. C. Kimble, K. Y. Wu and L. W. Ball have gone out for a respite of two weeks.

SOME OF THOSE VACATION ECHOES:

"We had a good time but I broke a rear axle."—Hayward.

"The cracks in the wall are caused by internal stresses, are they not?"—Ray.

"Bing, bang, biff! The Minneapolis Thunderbolt has arrived."—Guggisberg.

"I got a flat tire, but I ran on the magneto."—Scheirer.

"They wanted me to stay and take the position of Chief Draftsman, but --" "Red" Newton.

"That was some other Pinkham that eloped to Bath and got married, not me."—Pinkham.

"I put in quite a little time fooling around with the kid."—Zislin.

Just a few "WE WONDERS"—

Why Scheirer and Guggy took an auto ride to Boston on the night of August 11.

Why it is that Hayward is still as tardy as ever.

If Potter is just as satisfied that the Mrs. has not come back as yet.

If some one has been kidding Colliton and Robinson, just ask Hales and Max.

Why Downing is so worried about the tax on three-cent stogies.

If Scriven has hocked his flivver to buy that sparkler.

What kind of a combination this Zislin-Coffin team is.

Why Coffin is so anxious to get into the service. Maybe some fair Physce has got after him.

If Kimble is indulging in that national pastime of garden calisthenics.

E. J. Proehl has been made Progressman, both in the Drafting room and in the shiphouse.

C. P. Yeomans is now a land-owner in the beautiful metropolis of Kittery Point.

A. V. Curtis, our Chief Draftsman, is again back at the helm, and it is with genuine pleasure that we welcome him back in our midst, for his presence with us assures all the men of such unlimited confidence.

Lieut. Commander J. W. Lewis has added to his resources, a horseless-carriage, which he undoubtedly will carry in the Central Operating Compartment of the S-3, for land-foraging.

During the absence of Austin, Miss Brennan and Miss Chamberlain of the Industrial Department are officiating at the Underwood.

Before leaving to join the draft army, Carey spent three weeks in the Catskill Mountains, looking over the selected stock in that region.

C. B. Steen of Elmira, N. Y., accompanied Scheirer back here, and was for a while employed in the weight department, but has returned to Elmira.

The Drafting Room Poet contributes the following ditty:

IF

If Kaiser Bill should happen 'round,

This Navy Yard of ours

What could we do to help him spend

A few instructive hours?

We'd make him run the gauntlet thru

A hail of molten lead,

And put him at a flaming forge,

To work till he dropped dead.

We'd crucify his carcass on

A bed of rivets hot,

To burn the curse out of his soul,

Which has such havoc wrought.

But we're adverse to torture's stain,

And Blasphemy so low,

And all those wicked tricky wiles

That he is wont to show.

Of Kultur we know not a thing,

And selfishness as well;

But when it comes to discipline,

We sure could give him H—.

"A Penny Saved Is a Penny Earned"

We can help you save a
good many pennies on

HOUSE FURNISHINGS

See Mr. WOOD

99 Penhallow St. Portsmouth, N. H.

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over 13 ton sold last summer. Made fresh
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NEW HAMPSHIRE

FORD SERVICE

Fulis Bros. Men's and Boys' Shoes

Fine Shoe Repairing CONGRESS ST. TEL. CON.

"I SAW IT IN THE LIFE BUOY"

UNIQUE ENTERPRISE.

A very unique enterprise was started in building No. 89 Outside Machine Shop, recently for a candy counter has been opened. The profits realized from the sale of the candy will be given to the Red Cross and other charities.

It is our understanding that the profits realized from a month's business amounted to nearly \$275. This is indeed a creditable showing and one we hope will be kept up. The credit for starting this enterprise should be given to Mr. Fred Hayes, Foreman of the Outside Machine Shop, and to Mr. B. J. Ferrin.

HAVE YOU?

Have you been to the Lodge of the "Has Beens"
In the slumbering town of "Slow."

Where the pessimist howls,
And the knocker growls,
And the winds of misery blow?

They live on the memories of "Used to Be,"
And their password is "What's the Use?"

It would make you sick
If you heard them kick,
For they scatter some rank abuse.

They meet in the hall room of "Any Place,"
On the street called "Nothing to Me,"

Where the leaves have fled
And the limbs are dead,
On the tree of Fraternity.

If you've never been to the Lodge of "Grouch,"
In the valley of "I don't Care,"

Don't show your face
In the dismal place,
For you'll never be happy there.

Just measure yourself by the "Has Been" rule,
And see about where you stand,

Then shake off the dust,
And the "Used to Be" rust,
And hustle to beat the band.

—Universal Engineer.

TIN PAN CLIPPINGS.

Women wanted equal rights. They are getting them here at the sheet metal shop alright.

When are the Bloomerettes going to take the place of skirts?

Several of the helpers and sheet metal workers have entered the school to learn shipfitting.

Miss Kilgore, one of the trio in the office, has returned after several weeks' illness.

Guy is waiting for the right one and then expects to have as pretty a helper as any one could ask for.

Chances are pretty good for either a helper or mechanic to enter the school of shipfitting under the present rating, and hold it until able to obtain a rating as shipfitter, driller, chipper and cauker or many other ratings carrying a good increase in pay.

Have you bought your W. S. S. for this month? If not, better get it on the fifteenth and you will not miss the cash so much as on a six day pay.

Many new faces are appearing every morning and every noon; both male and female.

Fred Remick the veteran in the galvanizing shop expects to have a female operator for a helper before long.

Hasn't he found those stubbs yet, Mary?

The writer saw Miss Murphy smile the other day, must have received a letter from over there.

CASTINGS AND MOULDS.

Our girls from the shipping room do like to be seen with those heartbreakers from the pattern shop. They sure made a big splash at the Kittery lawn party, regardless of the rain.

Dave has registered as instructor of females in moulding during the noon hour.

Thomas, you certainly make a fine water boy. Keep it up.

The scenery on the Piscataqua as seen from Portsmouth bridge from 10 to 11 P. M. in a thunder storm with the draw raised, is very beautiful. Ask Mr. Connors about it.

Has anybody seen the Dodge brothers out (chicken) hunting lately in their new auto?

We are sorry to have you leave us, John Tucker, but we wish you the best of luck.

Our shopmate and Foundry fashion plate is unable to purchase white silk collars in our little burg. Tough luck, Gladys.

Dan seems to like a (plump) girl. Wonder if she weighs a (ton). How about it D?

How hot does it have to be to make Gould take off that coat? Last week's hot wave didn't affect him a bit.

Ask Edna why she stays out the morning after the night before.

The night crew will not have to go home with a headache for Mike Kennedy is soon going to take a vacation. What a relief that will be.

Mary is some elocutionist. Wonder where she gets that wonderful line.

Dodge says it isn't a Dodge but a Maxwell, but Mary and Edna don't care as long as Lester is with them.

Jack Keenan is developing big and fast. Tell some of us lightweights how you do it, Jack, so we can get a few more pounds.

HENRY PEYSER & SON

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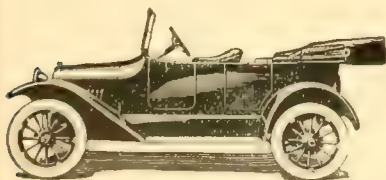
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CHAS. E. WOODS

51 to 60 Bow Street

Portsmouth N. H.

We hear that Dockham's night crew baseball nine is very anxious to get a game with the day crew's team. We are ready for you, Doc, and hope you will arrange the game right away.

Never mind how much the girls miss you, Tom, aeroplane service is much more exciting than office work.

Ask Dick Mullaney why McPherson has to loaf so often.

One of the night crew told us you were a quitter, Tom, but I think you must have had good reasons for leaving that gang and coming on days.

Tough luck, Portman, when the office girls won't dance with you, but cheer up, she may not be as nice as she thinks she is.

Bill Coyne rendered one of his most pleasing solos at the Kittery Lawn party recently.

Thank you for your financial help to the baseball team, boys. Now come over to the games and help to make the league a success.

Tocchi we hope you will remember that the man gave you that halter to hitch the nag by. If you had thought of that the other day and not thrown it away, you would have saved yourself that trip to the grocers for a piece of clothesline. Never mind old boy but don't ever get peeved even if Frank forgets to call you at 3.30 Sunday afternoons.

LATHE TURNING CHIPS.

It is with sincere regrets that we announce the inability of this shop to place a team on the Navy Yard League. This shop gifted with so many meritorious players of both minor and major leagues, had a team all picked out, but owing to the great number of men on the team who resided at some distance from the yard, they considered it too great an inconvenience to their respective families to participate.

The line-up was as follows:

Charlie Dodge, Catcher.

Sheldon Manning, Pitcher

George Kane, (Capt.), 1st. Base

Charles Fernald, 2nd. Base

Oscar Taylor, S. S.

W. J. M. Hockney, 3rd. Base

Joe Miner, Left Field

Fred Prescott, Center Field

F. A. Staples, Right Field

Subs: Ross Hanscom, Charles McDaniels, Billy Noyes, Mike Leydon, Mgr. R. N. Spinney.

Close followers of the national pastime will no doubt recognize many familiar names in the line-up. However, Bldg. 80 wishes the league the greatest of success and patronage.

THE KNIGHT OF THE CRANE AND FLIVVER Contributed

John with his quaint hair lip

Was all dolled up to make a hit,

But, who took note of this knight of the air

Surely not one of us who were there.

Bill at the end of the shop did cry,

At the gink in the cage of the crane on high.

But John was not there, at least not in spirit,

And then what Bill said, 'twas well John did not hear it.

At last he awoke, and he started to go,

But he couldn't get stopped when Bill shouted whoa.

The windows shook, and the old building swayed

And Oh! what a racket Slippery made.

Now after his days work is done

Out in the flivver he goes for a run,

He takes all corners on the high

And clips the poles as he goes by.

Now a gent sold the flivver, he wanted the mon.

And Eddie he bought it, 'cause his car couldn't run

Then Ed sold the flivver to Slippery for cash,

And the first time John drove it, he went with a smash.

Mr. Joseph Waitte has returned from a vacation passed at the nearby beaches. During his absence, his place was very ably filled by Mr. B. W. Burke. Mr. Burke by his willingness and attention to all details has made himself greatly liked by all whom he has come in contact with since his advent as a leather worker.

Shorty Cahill says that when a man asks him to have a drink of cider and then limits him to a quart, its pretty small. Nubbins says he didn't figure on a tank with cider at \$30.00 per bbl.

Fred Abrams has a new watch, one of the latest type and design. It was only with the utmost difficulty that he was persuaded to leave it at home the other morning. They say that "Big Bens" are large and heavy, but "Abe" don't notice a little thing like that.

When it comes to picking out mackerel Bill Bartlett can't be fooled, if you don't believe it ask Mark Boulter.

Ross Hanscom has got a great habit of picking up the boys of the shop and taking them off on long automobile rides evenings, if he don't look out he is in for trouble as a great many wives have complained about his not bringing their husbands home until the small hours of the morning.

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YORK BEACH, MAINE

"I SAW IT IN THE LIFE BUOY"

If Cookie only showed as much speed on the Hampton Beach boulevard the other night as he does going to the lunch room, he would never have got caught.

Bathe is there with the girls at the beach, all he lacks is the aeroplane.

Anyone who has any doubt of the speeding powers of John Mogs car should see him go through Rye at night. Nothing but a rush of air and then a red light quickly fading in the distance.

Ralph and Dutch gave a dinner party and dance to the ladies of the Civil War Association at the beach recently.

It is understood that several of our men in the shop have given up smoking on the Yard. At least Ken says he is off forever.

Ned Warburton just can't keep away from Hampton Beach; from what we hear of it we don't blame Ned or Brownie either.

ELECTRICAL SPARKS.

W. H. Little, our popular Shop Tool room attendant, has been called in the Draft Army. We all wish "Bob" the best of success. He promised to get a "Hun" for every person in the shop. Go to it Bob.

"Gertie," our pugilist, now the expert on matters relating to shop tools, including gigs and dies, is right there when it comes to handing out the round squares and hard rubber files. Gertie says, "You can't kid me."

Our female operators look wonderfully well in their new overalls.

"Jimmie" the expert on repairs to bench drills is right there on a snare drum. He studied under "Jocko" King, and another more notable expert from York Beach, George Webber.

The baseball team met defeat at the hands of the Shipfitters in the opening game of the Yard league. Both shops had good teams, but 79 was weak in spots which resulted in a 10-1 defeat. The second game was decidedly in our favor, with the Trade School on the losing end, 14-1. We expect to give a better account of ourselves in the future games.

The industrial band, an organization which originated in this shop certainly has won favor throughout the yard. Rehearsals are held during the noon hour. It has made a decided hit with officials as well as employees. The band consists of about 25 pieces, we hope to make it 75 pieces before next month.

DITTY BOX SAYINGS.

I wonder if it wasn't some change for the boys that went on the Zizannia as first class cabin passengers, and then got aboard the Lightship No. 74 and slept in the forecastle, on deck and on top of a pile chain. And the grub, don't say a word; Jesse says he never ate hash without potatoes in it before. They said it was fine to be rocked to sleep at the tune of (Home was never like this ?) accompanied by a 12 inch fog whistle and a submarine bell.

We found the old Ship she was all painted Red She lay 7 3/4 miles South East off Portland Head We all went on board in the rain and fog If you want to know the rest you can read our log. Jesse put down, just had to stay Jesse was brave, he didn't have a sup But when he poured out the coffee he couldn't hit the cup.

Now I lay me down to sleep on the lightship deck I have a terrible feeling in my neck, If I ever get back on the good old soil I will never leave my father Boyle.

However, the boys wish to express their thanks for the kindness of the officers of the Zizannia and the Hibiscus also to Chief Eng. Eaton and Asst. Pinkham of the Lightship No. 74.

We understand that one of the night crew is preparing to stage and act the part of (Hank the liermie) for a moving picture company. He has already purchased some animals, goats guinea pigs, white mice, hens, turkeys, dogs, ducks and a monkey, and is now hunting for a parrot and a bear.

There is posted in this shop a record made by the Liberty Pan Makers of Bldg. No. 74, on May 7th and May 28th.

We ditty box makers work every night and start with raw material and turn out a finished product, ready to receive its hardware, performing 60 different machine operations and three hand operations.

Now if the Pan Makers will give an account of themselves by the day or week or month and not the two best days in a month we will give an account of what the ditty box makers have done and are now doing.

Elmer is very much in love, we have to pinch him quite often to change his thoughts, he will never stand the strain as long as Charlie and Benny did.

There is some talk of tunneling the river, a tunnel from Portsmouth to Haverhill would please a lot of us.

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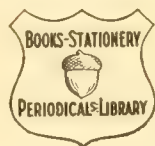
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PARSONS THE HATTER

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"I SAW IT IN THE LIFE BUOY"

CAMOUFLAGE COLORS

Flanders finally hit the invisible ring bolt. Poor old Flanders he certainly is seeing things of late.

Smith. Now he is here. Now he's not.

Johnny Watts will have to take off his hat to Rossly the human fly who's greatest hobby is walking. Rossly walks most every day between the hours of 7.30 and 4.30 P. M. some thirty miles?

If R's mouth was a paint brush, we would have to camouflage a ship every day.

We wonder if Tolles had an automobile tour from August 11 to 18th.

It is up to Eddie Lutts again. We smoked on his wedding now the understanding is we are again to participate in a smoke fest. The latest is because of the new arrival E. U. Jr.

Our foreman, Mr. W. L. Ball, who has been very sick, is convalescing slowly. Our wishes are that he may have a speedy recovery.

If we can get the old boys together our line-up for the baseball team will be, Scott, C; Bangs, P; Pinder, S S; Smart, 1st B; C. C. Bunker, 2nd B; W. H. Pike, 3rd B; Connolly, L F; J. F. Pike, C F; Pray, R F. Foster will umpire the first game.

When it comes to camouflaging we are right there. Too much credit cannot be given to the men for their spirit in connection with their work on the North Carolina. Let us hope that they have the same spirit on all their work.

SPARS AND BLOCKS.

We are all glad to see Jensen smiling again.

Why do Taylor and Nate Amee visit the office so much?

Mr. Given is busy now days instructing the new help.

Paul's work keeps him out of the shop a great deal but still we notice he finds time to visit here occasionally. We understand he is thinking of repairing shoes for a living.

We all miss Georgie very much and hope he will be able to return to work soon.

If Lona would go to bed earlier Sunday nights perhaps she would be able to tell what date of the month Monday comes on.

Have you noticed the new addition to the office force?

Hazel's attention is so taken up at the beach she doesn't even recognize her Spar Shop friends when she passes by them. What is the great attraction Hazel?

BOAT SHOP PUFFS.

Our foreman, Mr. Dixon, took a Sunday trip

in his auto a week ago. He would have had quite a run but his tire burst when he had gone about 100 yards from home. He was rather peeved and after putting on another tire took his machine home and called it off.

Mr. Doolittle says that you can't trust the girls any more. It is rather hard Doolie to keep track of all the girls you have but brace up, some day you will find one that will stick.

We notice that a good many of the shops have quite a few female operators in their force. We wonder when the Boat Shop's turn will come?

It is rumored that "Our Freemie" has recently been seen near the Pattern Shop during his noon hour. Come, own up "Freemis," what's the attraction?

We wonder what our old time artists, Jerry Hennessey and Arthur Paul, are going to pull off at the entertainment given by the Helper's Union.

Why such a silence lately in the South West part of Bldg. No. 60 top floor?

We wonder why so many Boat Shop men are visiting at York Beach lately?

Here's to the Boat Shop Baseball Team, the winning team of the League.

The upstairs gang in Bldg. No. 60 don't want to get too chesty as the down stairs gang say they will trim them on 35 footers just as soon as they can get a full gang.

Our Safety Engineer says that the Boat Shop boys are some ball players too and he wonders if the Boat Shop will fly the Champion flag in the Navy Yard League.

It was on Friday morning

A telephone message came

For a leadingman at the Boat Shop

Hersey was his name.

On Saturday morning Hersey came

Dressed up and carrying a grip.

He was leaving for the mountains

To bring home his unlucky ship.

We hope he won't have such bad luck

As he has had before

And if he don't forget his gas and oil

He'll land safe home once more.

Now when he gets that old ship home

If he takes our advice.

He'll run it out upon the dump and

Never try the same trip more.

—Boat Shop Poet.

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"I SAW IT IN THE LIFE BUOY"

PATTERNS. TO THE CAMP

'Tis a beautiful spot, I cannot forget,
And a good bunch of fellows as you ever met,
To both we will give one rousing good cheer,
In our mem'ries they'll live for many a year.

There's a glorious fireplace built in the wall,
And "Old Glory" waves over them all.
A graphophone there, and mandolins too,
But whoever plays them I do wish I knew.

Now Jim's a Lynn boy, the best you could meet,
For taking a joke he cannot be beat.
When she asked him to take her out to the dance,
He said, "I don't know you, but I'll sure take a chance.

Charlie's another good sport you will find,
Do you know which Charlie, I now have in mind?
Are there any more like you in Portland, Me.?
If so, I'll certainly take the next train.

Charlie S. is a good kid, and always in trim,
But someone already has spoken for him.
Be careful Charlie, to flirt is a sin,
When you have a nice girl waiting in Lynn.

Louis says, "There is only one girl in this town
Who knows me," but I can't swallow that down,
For in good season you'll have to get up in the morn
When you get ahead of the boys from Boston.

Here's to the boy that comes from Hyde Park,
You'll all have to grow some to reach to his mark.
Whenever you see Carl he's always the same,
How could he be otherwise with such a nice name?

Well Romy you see I did not forget you,
You're one I know would be constant and true,
If you find the girl whom you like a whole lot,
Just take her right down to old Windsor Lock.

Now be a sport Henry and take your share,
To leave you out would not be quite fair.
Don't take life so serious its not worth while,
Oh boy from New York greet the joke with a smile.

Now girls, all take heed, this is Bachelor's Hall,
At any old time they would welcome a call.
If you're not fond of walking, just take a car,
Or else ask Central for 1189R.

JUST A LITTLE BACK DRAFT: -THEY SAY:

That Coulter claims he is well qualified to pitch on the ball team, as he had good experience pitching hay on the farm, "back home."

That Carl's "Hope Chest" is coming along fine. He already has a dozen wooden napkin rings and has plans made for a clock.

Charlie Pine's baby boy is beginning to say, "Feed Me, Feed Me" and Charlie answers "Cease, Cease."

Bill Peaslee, King of the Beach Combers, has some queer tales to tell about Old Orchard and Hampton Beaches. We believe your tale Bill.

That Ralph Nelson (Vivian) has hibernated in his den, in Kittery, for life. Come up for air Vivi.

That Brickman and Chandler have some good ideas; but when it comes to poetry they should stick to Pattern-Making.

That Van won't try anything now but a 3 to 1 shot.

He claims that if he makes a date with three girls in one night that he has a good chance of meeting one, provided they are not from Elliot.

That Locke's contribution to the base-ball fund will be missed by the receiving teller at the Portsmouth Bank.

That with six years training for the title of Pattern Maker, first class, Neal does not compare as favorably in the eyes of a certain Portsmouth girl, as a year old sailor with the rank of Ensign, N. R. F. We advise you to enlist in the Naval Reserve, Neal, and become an Admiral.

The boys of Camp Lookusup gave a very enjoyable whist and dance at their bungalow on the Eliot bank of the Piscataqua, August 2nd.

There were forty-five guests present and they were very lavish in their praise of Mr. Brickman for the originality shown in the selection of prizes for the whists, and also in the decoration of the Camp.

Mr. McAulay who left us three days after the affair, to take up his duties as Instructor of Pattern-Making in the Public Schools of Holyoke, Mass., was given many thanks for an excellent vocal entertainment.

Mr. Talbot of Lynn, Mass., amusingly entertained by relating some humorous incidents which he has witnessed during his many travels both in this country and abroad.

This was the first entertainment that the boys have given to their many friends in the vicinity, and the affair was such a success that they will continue to entertain throughout the season.

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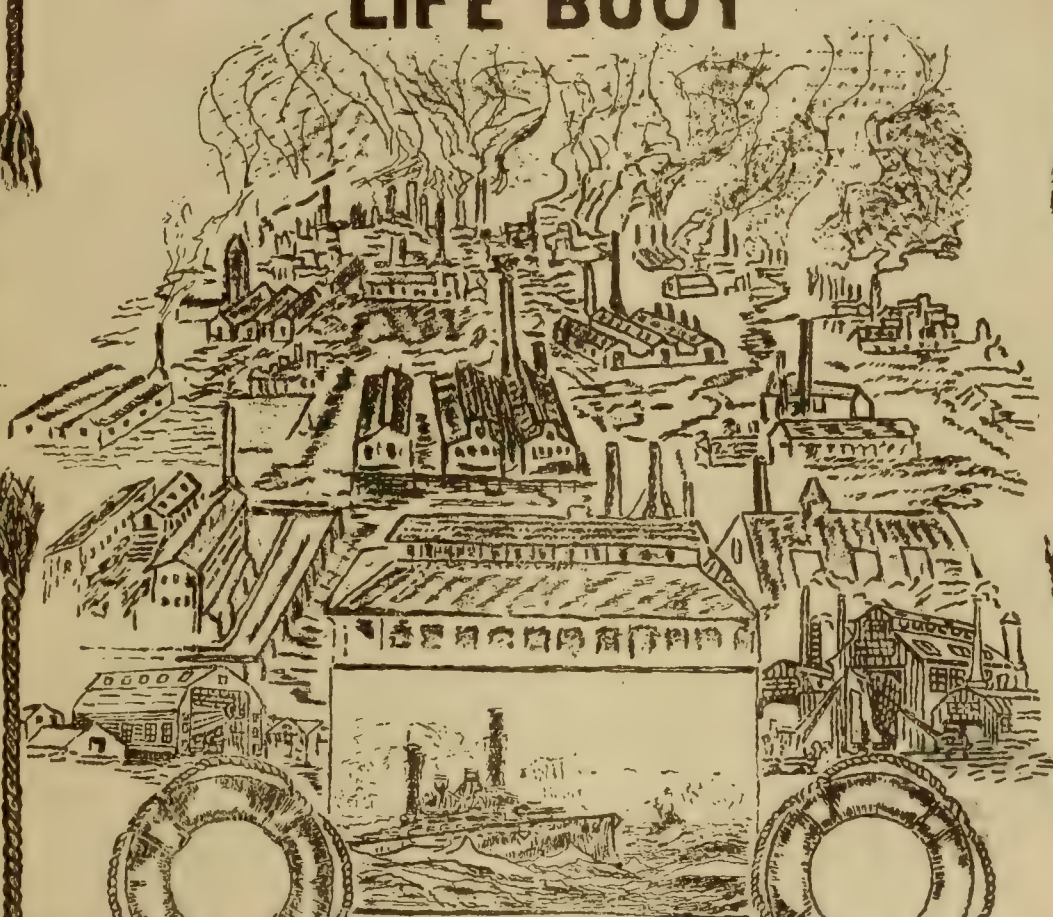
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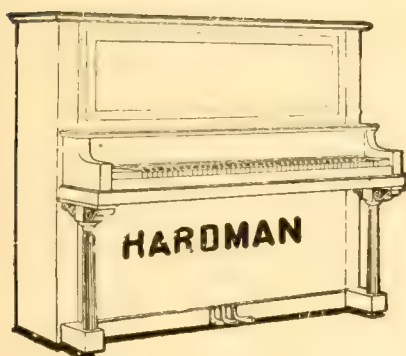
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You receive your income, every dollar of it, in trust, subject to the superior needs of the government. What is not necessary for your health and efficiency should go to your War Account—for Liberty Bonds and War Saving Stamps.

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Portsmouth, N. H.

INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

OCTOBER 1918

NO. 10

RESPONSIBILITY AND AUTHORITY

By Frederic G. Coburn

THE thesis of these comments is the relation between authority and responsibility—not the relation between authority and pay, nor the relation between authority and birth, nor any other of the various relations which, under certain circumstances, might be considered as giving certain people authority over others.

The best example I can think of to illustrate authority and responsibility is that of a mechanic and his helper. A workman who has a helper who runs a machine for him must see to it that the helper runs the machine properly; and so he is responsible. That is to say, he is responsible for seeing that the helper runs the machine properly. Therefore, we give him the authority to boss that helper, or else he could not discharge his responsibility. Suppose, for example, that a heavy forger had a hammer runner, and had no authority over him; the hammer runner would run the hammer to suit himself, and not the heavy forger; but, on the other hand, if the heavy forger be given the necessary authority to boss the hammer runner, he can order the hammer runner to run the hammer exactly as he (the forger) wants it done; and the forger cannot do his work properly unless he has that authority.

I doubt whether there is any authority in the industrial world more absolute than that of the mechanic over his helper; and as for arbitrariness in the use of authority, give me every time the manner of a mechanic in telling a helper to pass him a wrench, or shoulder a piece of pipe. If a foreman should

speak in such manner to a mechanic, the mechanic would quit.

That is a particularly clear case of giving a man all the authority he needs to discharge his responsibility; and it is really a pity that this principle has not more general observance.

It would be well to define "responsibility" The Standard Dictionary defines it as—"The state of being responsible, answerable, accountable." That, of course, requires the definition of "responsible"; which means—"Answerable, legally or morally, for the discharge of a duty, trust, debt, service, or other obligation; accountable; subject to obligation." And since the word "duty" has been mentioned, let it be defined as, "that which one is bound to pay or do; that which a particular person is required to do; a specified obligatory service or function."

There will be noted a difference between "duty" and "responsibility"—a difference that is not very generally understood. The helper is "responsible" to the mechanic for running his hammer; it is his "duty" to run hammer. The workman is "responsible" to the foreman for doing his work properly and for seeing to it that the helper does his work. The "duty" of the workman is the performance of the work. The workman's load is nearly all duty, without much responsibility. In the case of a foreman there is found a greater preponderance of responsibility; he is responsible for seeing that the workmen discharge their duties; he is responsible for the plant, and for other things. The general

executive's load consists altogether of responsibilities, usually; he generally has no duties. He discharges his responsibilities largely by giving decisions and by thinking of things for other people to do; to put one's finger on his duties or specific services rendered is an almost impossible thing.

Between these two cases—the case of the workman and the case of the general executive—there are various mixtures of duties and responsibilities and gradations of responsibility. A foreman, for example, has both responsibilities and duties. It may be that he is responsible for the maintenance of machinery, and plant, fire protection, etc.; and it may be his duty to inspect the machinery and plant, and to have fire drills.

The distinction between duty and responsibility is becoming clear more rapidly, I think, in military circles than in industrial circles. The older idea of military organization was one of central authority; all orders were issued by the general to his subordinates, who were allowed practically no latitude. The later idea is, to issue orders for those things which **must** be done; and to issue instructions for those things which it is desired to have done, leaving to the responsible officer on the spot the authority to deviate from those instructions as may be necessary. To the officer on the spot is delegated responsibility, and complete authority to discharge that responsibility. It was the lack of appreciation of this principle that made so much trouble for the British in the Boer War in South Africa.

In the case of a very small plant, with but few workmen, it may be that one man can retain all the responsibility and all the authority; he can look out for everything. But when the plant is large, the manager cannot be personally in contact with everything. Then, if he still retains the responsibility and authority, every matter must go to him for decision. If he is not immediately available, then delay results, until the decision is forth coming. This is a condition very often met. If the subordinate take a chance and make the decision himself, the odds are equally good that he will have to undo his work. Thus the job is delayed and its cost increased.

It is, therefore, evidently necessary to delegate authority and responsibility to those near the work; in other words, to authorize

them to make decisions for that part of the work going on under their supervision; succinctly, those close to the work should direct it.

The delegation of responsibility is strongly opposed by certain managers of the old school, because they feel that theirs is finally the responsibility, and that they cannot trust anybody else. Were this true, it would constitute a great defect in the factory system; and a great many so consider it. But the delegation of responsibility is really a great advantage of the factory system, an advantage to society, because it enables a man of great entrepreneur ability to swing large enterprises, that he could not possibly swing singlehanded.

Now, whilst the supervisory force close to the work should have authority to make decisions and should be responsible for those decisions, yet in order to insure that they use their authority wisely, and to make them distinctly feel their responsibility, their orders should be subject to review; not, however, subject to **approval**, as is frequently the case.

That is to say, if a foreman or superintendent give an order to a subordinate, and if orders be subject to approval, then, if the subordinate does not want to carry out the order, he knows that the order is not good if he questions it. This condition results in dissension, and is subversive of good order and discipline; it delays the work and increases the cost.

The proper method is to make orders subject to review. Then, when the superintendent or foreman issues an order, it will be carried out, "if, as, and when issued." A subordinate who thinks he has received a wrong order, may, after carrying it out, take it up with the proper officer of the company.

Since those in subordinate positions are working their way up, and are always doing a job that is in some respects, at least, new to them—perhaps in some respects just beyond their present capacity—it may be expected that those subordinates will take greater interest in the work than would the highest executive; because the man at the top has already worked his way up; and it is certainly a fact that after long years of doing certain things they lose their novelty, and the work of doing them becomes drudgery. This drudgery may not be apparent to the person

concerned, but it is there, nevertheless.

General Goethals understood the principle of delegation of authority, as evidenced by the success that he enjoyed at Panama. Orders were subject to review, not to approval. Every Sunday morning, at seven o'clock, the General's (then Colonel's) door was open to any employee, however low his station, who thought he had a grievance, and if an assistant, no matter what his station, had given an erroneous decision, it was revised. The assistants knew that their decisions were subject to this review, and were undoubtedly careful in making decisions; for the number of hearings and revisions of subordinates' decisions was extraordinarily small—almost inappreciable.

There is such a thing as personal responsibility which cannot be delegated to another; in the Navy, for example, we dock ships; and the docking officer is held personally responsible. Disbursing officers in the Navy are personally responsible for every payment made, not only by themselves, but by their assistants. They cannot delegate responsibility to their pay clerks, even for the petty cash.

Another condition is not infrequently found; a man is given a responsibility which it is impossible to discharge. Likewise a man is frequently assigned a duty to perform which is not within the bounds of human possibility to do. For example, in a large plant a subordinate might be made personally responsible for keeping visitors out of all the shops. This would be an impossible task. Whilst he may be called responsible, he cannot watch all the doors. Then, again, it might be the duty of the foreman of the shop to plan every job that comes in, which he cannot do; unless he ceases to be a foreman, and becomes a planner.

Now, let us define "authority." It is "The right to command and to enforce obedience; the right to act by virtue of office, station, or relation; also, the power derived from individual or moral superiority, from reputation, or from whatever else commands influence, respect, or esteem."

If responsibility be carefully placed; if exact measure of authority be delegated with the responsibility; and if those who receive the responsibility are gifted with the power derived from individual or moral superiority, there need be little giving of orders.

FAREWELL BANQUET AND BALL.

On Monday evening, Sept. 16, 1918, a Farewell Banquet and Ball was tendered in honor of Commander R. P. Schlabach, who has been Shop Superintendent of this Yard for the last four years, and who has been transferred for duty at Washington, D. C.

At 8:15 P. M. promptly the Industrial Yard Band played the opening selection from the brilliantly decorated stage in the new Yard restaurant addition. The dining-room was bedecked with bunting and Naval flags of all kinds.

At the table of Honor, was seated Commander R. P. Schlabach, Rear Admiral C. J. Boush, Commander and Mrs. A. C. Almy, Captain and Mrs. L. S. Adams, Captain and Mrs. Wyman, Commander and Mrs. J. E. Palmer, Commander and Mrs. H. G. Howard, Lt. Commander and Mrs. J. W. Lewis, Commander and Mrs. E. H. Brownell, Lt. and Mrs. R. W. Ferrell, Lt. Commander and Mrs. R. J. Boyd, Lt. and Mrs. Fogg, Lt. and Mrs. Hilton, Lt. and Mrs. Griffen, Lt. Jones, Chief Carpenter Floethe.

At the rear of Commander Schlabach's chair was a floral tribute with the word "Godspeed" artistically arranged.

The toastmaster, Mr. Thomas Lynch, ably performed his assigned task by eloquently and commendably eulogizing Commander Schlabach.

The toastmaster, in his wonderful way related the glorious work that Commander Schlabach had done since his assignment at the Yard. The eloquence of the toastmaster's remarks relative to the glorious work Mr. Schlabach had accomplished in the three Liberty Loans, which he personally directed, were especially appreciated and heartily applauded.

Not only was a toast offered to Commander Schlabach, by each guest but Commander Schlabach was instructed through the raising of the hand of each guest, to carry a message to Washington to the effect that each one of the guests of which there were over 450, of their intention of purchasing at least one Liberty Bond on the next issue.

After the Banquet which was ably prepared by Messrs. Woodard and Seegar, the guests left the Banquet hall and proceeded to the dancing hall on the top floor of Bldg. 79. The decorations of the dancing hall were not only appropriate for the occasion, but very artistically and elaborately arranged. At 9:30 the first dance music was begun and out of courtesy to Commander Schlabach, he was allowed to dance with his partner (Miss Reich) alone until the first encore was finished. The last selection played was "The Star Spangled Banner" which selection was played as the Finale at sharp

12 o'clock.

Unusually good music was furnished by the Navy Yard Industrial Band both at the Banquet and at the Ball.

The Editor has personally interviewed numerous persons who were guests of the occasion and from the information divulged, he can frankly state that it was the opinion of everyone that the Portsmouth Navy Yard never gave an Officer such a farewell reception as was accorded Commander Schlachach.

MINSTREL SHOW.

Plans are being formulated to produce a good mixed Minstrel Show. A meeting of the employees of this Yard was called at 4:40 on Tuesday afternoon, Sept. 24, 1918, when an executive committee was chosen to direct the putting on of the Show. It is hoped to have as many as a hundred participate in the show. The rehearsals will be held on Monday and Thursday evenings, beginning at 8 o'clock each week, at Loyal Order of Moose Hall, High Street.

Through efforts of the Safety Engineer permission was granted by the Allied Theatre Co., Portsmouth, N. H., whereby the Portsmouth Theatre was offered free of charge on the evenings of December 11 and 12. Besides the free use of the Theatre itself, the management of the Allied Theatre Co. has taken a further interest, in that they are going to print and sell the tickets, provide ushers, also the heat and light, free of charge.

It is expected that the employees of the Portsmouth Navy Yard will realize a profit of \$2000. Whatever the proceeds may amount to, they will be given as a Christmas gift from the employees of the Portsmouth Navy Yard to the Red Cross.

At a recent meeting of the employees of this Yard held in the new Restaurant, the following persons were chosen as the executive committee to have charge of formulating plans for the Minstrel Show, to wit: J. R. Hugelmann, Chairman, William Hillman Jr., Arthur L. Hartford and Miss Eleanor Reich, Miss Stella Chamberlain Sec.

Mr. Henry J. Quinn of Amesbury has been selected as the professional coach and producer.

The rehearsals will be held in Portsmouth on selected evenings and it is requested that employees be prompt in coming early.

A mixed show is expected to be decided upon and a cast as large as 75 will be selected. The coach will have the final say as to the selection of the successful candidates.



COMMANDER R. P. SCHLABACH.

Naval Constructor Ross P. Schlachach, U. S. N., was born in Wadsworth, Ohio, on July 22, 1881.

In 1899 he was appointed to the Naval Academy at Annapolis and was graduated in February, 1903. In April, 1903, he entered Massachusetts Institute of Technology and was graduated from the Institute in 1905.

On July 28, 1903, while at Massachusetts Institute of Technology, Mr. Schlachach was appointed Assistant Naval Constructor and on July 28, 1911, he was appointed Naval Constructor.

During the years 1905 to 1908, Naval Constructor Schlachach was assigned to the Navy Yard, Norfolk, Va.; during 1908 to 1913, Navy Yard, Charleston, S. C., during 1913 to 1915, Inspector of Hull Material, U. S. N., Pittsburg, Pa., and from 1915 to 1918, Navy Yard, Portsmouth, N. H.

During the years he has been assigned to the Portsmouth Yard, first as Construction Superintendent and later as Shop Superintendent, Naval Constructor Schlabach has been a hard, faithful and conscientious worker. He has always had the best interests of the yard and its employees at heart. He has always been an energetic and tireless worker in connection with all war activities at this yard and there never was a harder worker for the Liberty Loans than (Real Patriotic) R. P. Schlabach.

It is hard for us to say farewell to Mr. Schlabach, but it is easy for us to say that we envy the men who will be his co-workers and subordinates at Washington, but words are, after all, inadequate to express the sense of personal loss that is felt here by all those who have come to know Naval Constructor R. P. Schlabach.

Every now and then some of us have the good fortune of meeting and coming in contact with some exceptional man whom we immediately christen as "white." From the moment you shake hands with him you sense a peculiar something which conveys to you the certainty that everything is all right in the world. There is a look in his face, a smile in his eyes, and a cherry nod in which you read sympathy; a desire to understand your troubles and a willingness to help you. A talk with this man and your problems appear trivial; your doubts are scattered and deep in you there is the feeling that you have an ally—a powerful ally—who is going to see things through with you. The battles which you have been fighting alone are no longer uncertain as to their outcome. You feel that success is yours if you only obey the impulses that are registered in your mind by the magnetic personality of the man you have just met.

Such a man is Naval Constructor Ross P. Schlabach, U. S. N.

CHAMPIONSHIP GAME.

On Wednesday, Sept. 11, the final game of the Portsmouth Navy Yard League was played. The League standing previous to the final game was such that both the Club representing the Shipfitters Shop, and the Club representing the Boat Shop had each six games to their credit and one lost game. As a result of this tie, the winner of the final game would naturally become the Champion of the League, so that an intense rivalry resulted. Although the rivalry among the Clubs was keen throughout the season, it reached its climax in the last game.

The final game was won by the Shipfitters Shop when Doll singled, knocking in two runs, not only winning this game but likewise the Championship of the League. The brand of baseball displayed by both teams in the last game, was worth going a long distance to see and many close decisions had to be made. The Umpires, Mr. Barker and Mr. Staples, certainly were on their toes throughout the game and were called upon to make close decisions frequently, which it is needless to say they well performed.

The following is the lineup of both teams for the Championship Game.

BOAT SHOP	SHIPFITTER'S SHOP
Flynn 3rd	Morrow 2nd
Butler 1nd	Doll p
Bissell p	Coliton ss
Gurber c	Vreeland 1st
Bunker 1st	Hutchins cf
Cragen ss	Remick rf
Burke lf	Fontaine 3rd
Humphreys rf	Zeidman lf
Hayes cf	Crowley c
Carby cf	Murray c

LEAGUE STANDING.

1. SHIPFITTERS	7	1
2. BOAT SHOP	6	2
3. BRASS	5	3
4. PATTERN SHOP	5	3
5. BLDG. TRADES	4	3
6. TRADE SCHOOL	4	3
7. FOUNDRY	3	5
8. SPAR SHOP	1	7
9. SMITH	0	8

WHY WORKINGMEN SUPPORT THE WAR

By John R. Commons

This is an American workingmen's war, conducted for American workingmen, by American workingmen. Never before has democracy for wage-earners made so great progress as it has in the nine months that we have been at war. If this continues, American labor will come out of this war with the universal eight-hour day, and with as much power to fix its own wages by its own representatives as employers have.

Anybody who says that this is a capitalistic war simply does not see what is going on. Capitalists are being controlled in their profits and in the wages and hours of laborers by leaders whom the workingmen themselves put on various war boards

In no other war have the Government and organized labor worked together as they are doing in the United States today. In every department of the Government that employs labor or fixes the prices that manufacturers shall charge, there is a leading official of the American Federation of Labor on the committee who has as much power as the representative of the capitalists. The president of the United Mine Workers of America is assistant to Garfield, the Fuel Administrator. The president of the Building Trades Unions is on the Emergency Construction Board for building ships. A leading organizer of the American Federation of Labor is on the great War Industries Board which controls all kinds of manufactures. A trade unionist, William B. Wilson, is Secretary of Labor.

These and many other trade union officials were placed there by the trade unions themselves, because these war boards have become the big employers of labor or because they control the wages that private employers pay.

All through these industries President Wilson is enforcing, as fast as the boards can get to it, the eight-hour day, as well as time and one-half pay for overtime work. Moreover, the agreements with labor unions provide that wages shall be revised upward just as fast as the cost of living goes up.

Most important of all the agreements with trade unions is that which gives the same wages and hours to union and non-union workmen.

All labor in this country is benefiting because organized labor is actually "on the inside" in running the Government.

No wonder that the American Federation of Labor, as is shown by the vote at the recent Buffalo convention, supports the war almost unanimously and stands for fighting it out to the limit.

The members know that it is really a war for democracy, because they are taking part in it and are actually conducting it.

Never before was a war carried on by workmen. Never before, in war or in peace, was the voice of labor in government so powerful as it is now in America.

Any workingman who refuses to stand by the great majority of his fellow workers in their great work for labor is injuring himself and his brothers. Wage-earners' democracy is coming, and if it does not come as it should the reason will be that some wage-earners are misled and don't know democracy when they see it, or don't support it when they know it.

A German victory is the only thing that will set labor back permanently. If Germany defeats England, Germany will take over the British navy,

and we Americans will be compelled to have a large permanent standing army and a huge navy to defend ourselves from sudden attack.

A permanent army and navy large enough to cope with Germany, besides taking our boys and our workmen every year for military service, means low wages, long hours of labor, suppression of labor unions, repeal of labor legislation on behalf of women and children, suppression of free speech, and all the hardships that millions of workmen have come to America to escape.

Those socialists who want the workmen in this country to give in to Germany are blind and inconsistent. The German socialists cannot be blamed for supporting their own Government after the war had once started. But when the socialists of Germany, in 1913, a year before the war started, voted for war taxes when other nations were unprepared, they violated their own principles and forced the socialists of every other nation to fight.

The leading socialist of the world, Camille Huysmans, international secretary of the Socialist Bureau in Holland, has said to the Chicago Daily News that the war demands of President Wilson are identical with the demands of the International socialists.

The American Alliance for Labor and Democracy, composed of trade unionists and socialists, at its meeting in Minneapolis endorsed and repeated these demands. These are America's aims in the war:

Equal rights of all nations, big and little;
No people to be forced under a Government
under which it does not wish to live;
Freedom of the seas;
A concert of nations to guarantee peace and
justice;

Limitation of armaments on land and sea.

These are America's demands and the aims of American labor in this war. Greatest of all is disarmament, by limitation of armaments on land and sea through international agreement. Without this, labor cannot be free in this or any country. **We must fight now in order not to fight afterwards.**

Any socialist in America, however honest, who tries to weaken the morale of American labor in this great crisis, is simply playing the game of the German socialists who have sold themselves to the Kaiser.

Rather than listen to such socialists let American labor join in the magnificent patriotism of the American Alliance for Labor and Democracy. Let them say, as the Alliance does, that labor will take its part in conducting the war, and that the war shall be fought to a finish; for upon its success de-

pends the freedom and the wages of American labor.

For forty years Germany has been prepared for war. America is trying to do in one year what Germany has been doing for forty years. Of course there are mistakes. Of course there is delay and confusion. Anybody who picks out the mistakes and delays can find plenty of material to arouse suspicion and encourage dissatisfaction.

Our Government is building up a great system of employment officers which Germany and England had before the war started. This will do away with an immense amount of lost time by workmen in hunting jobs.

The Government is calling in hundreds of accountants to figure out the costs and profits of manufacturers, so that there need be no suspicion of excessive war profits.

The Government is establishing boards of meditation to settle all wage disputes as fast as possible.

The Government has started to build houses for workmen alongside the new factories working for the Government.

The Government has taken over the railroads and will take over other industries as fast as it is able to do so, if other methods fail.

Wherever these new agencies have been set to work they have already accomplished good results. But they cannot be expected to overcome every difficulty at once. **In view of all that the Government is trying to do for labor, labor can and should help.**

Instead of spending increased wages for luxuries, workmen can **buy savings certificates** at any post-office.

Instead of shifting restlessly from one job to another, workmen can **stick to the job where the nation needs them.**

Instead of suddenly going out on strike, labor can **call for the boards of meditation** that have already been successful in settling disputes.

Instead of stirring up dissatisfaction, labor can work with the Alliance for Labor and Democracy, and **hold up the hands of the Government** in this biggest and most difficult job the American people were ever forced to undertake.

FOOTBALL TEAM.

A Football Team to represent the Portsmouth Navy Yard is being formed, the players of which will be undoubtedly decided upon before this issue of the "Life Buoy" comes off the press. It is expected that games will be arranged with the Atlantic Corporation and the Shattuck and other strong teams in the vicinity of Portsmouth, N. H. Among the candidates who are trying out for the football

team are the following: G. Tyrrell, M. Dreller, F. Bathe, R. Spinney, G. Peterman, A. Hering, P. Hughes, E. Gorman, J. Murphy, S. Flanagan, A. Lowd, E. Plumpton, O. Kelley, J. Herlihy, J. Couhig, A. Jarvis, J. Lyons, G. Driscoll, P. Murphy, C. Johnson, M. Bedell, J. Govey, J. Newton, Peterson, Pace, C. Barutio, C. Reardon. Besides these employees there are numerous other employees who undoubtedly will try to make the team.

The Safety Engineer who is likewise acting as welfare manager of the Yard is trying to arrange games with the Shattuck Corporation and the Atlantic Corporation.

W. S. S. BOOTH.

A War Savings Stamp Booth, which is unique in its design has been placed at the east corner of the Spar Shop, Bldg. 45. The cut below is self-explanatory.

It is desired that all employees of this Yard purchase their War Savings Stamps at this Booth.



REV. E. B. HENRY.

A Catholic Priest, Chaplain Edward B. Henry, has been appointed for the Yard. Besides ministering to the officers and enlisted men he is always ready to care for the needs of those who work in the Yard. A Chapel has been placed in Building 22, on the second floor, where Mass is offered each week day mornings at 7:30 A. M. and open all day for visits to the Blessed Sacrament.

In case of serious accident to any Catholic, call Father Henry at his office, Tel. 16.



OUR MASTER MACHINIST.

It is an old saying on the Yard that whenever things need a punching up that Albert S. Spinney is the man picked to perform the feat or allotted task. Since Mr. Spinney has been placed in charge of Building No. 80, Machine Shop, things have begun to hum.

At a recent interview which the Editor had with Mr. Spinney the fact was brought out that Mr. Spinney is a self made man. Mr. Spinney claims that the progress he has made may be directly traced back to the faithful and conscientious effort he has constantly made in applying himself to home study courses. Being somewhat handicapped in his early training and schooling, Mr. Spinney's progress is all the more commendable.

Mr. Albert S. Spinney was born in South Eliot, Maine on June 10, 1871. He spent his boyhood days there and graduated from the Eliot Grammar School.

On April 15, 1889 Mr. Spinney became an apprentice at the Portsmouth Machine Co., Portsmouth, N. H. He served his apprenticeship as a machinist for this company and stayed there five years.

In 1894 Mr. Spinney received an offer to go with the Davidson Ventilating Fan Co., of Portsmouth, N. H., which later became consolidated with the Massachusetts Ventilating Co. of Cambridgeport, Mass. He stayed six years with these companies serving most of the time as an Erecting Engineer engaged in installing ventilation systems in plants throughout the country.

The desire of Mr. Spinney to again get back to where his friends were, namely Portsmouth, finally proved fruitful so that in May, 1900 Mr. Spinney entered the Yard as a machinist. On January, 1910 Mr. Spinney was appointed a leadingman machinist. He was then transferred to the Engineer's Office as Estimator and Planner and at the time of the reorganization he was appointed Estimator for Engineering work. He then was temporarily appointed Ass't Shop Superintendent and later made Foreman of Machine Shop (Electrical) and now has charge also of Machine Shop, Building No. 80 as Master Machinist.

Mr. Spinney is married and has three children and at the present time is living at No. 419 Richards Ave., Portsmouth, N. H. His hobby, so he says, "Are literary pursuits." Such a hobby is indeed a wise one and much enjoyment and satisfaction can be derived from such a selection.

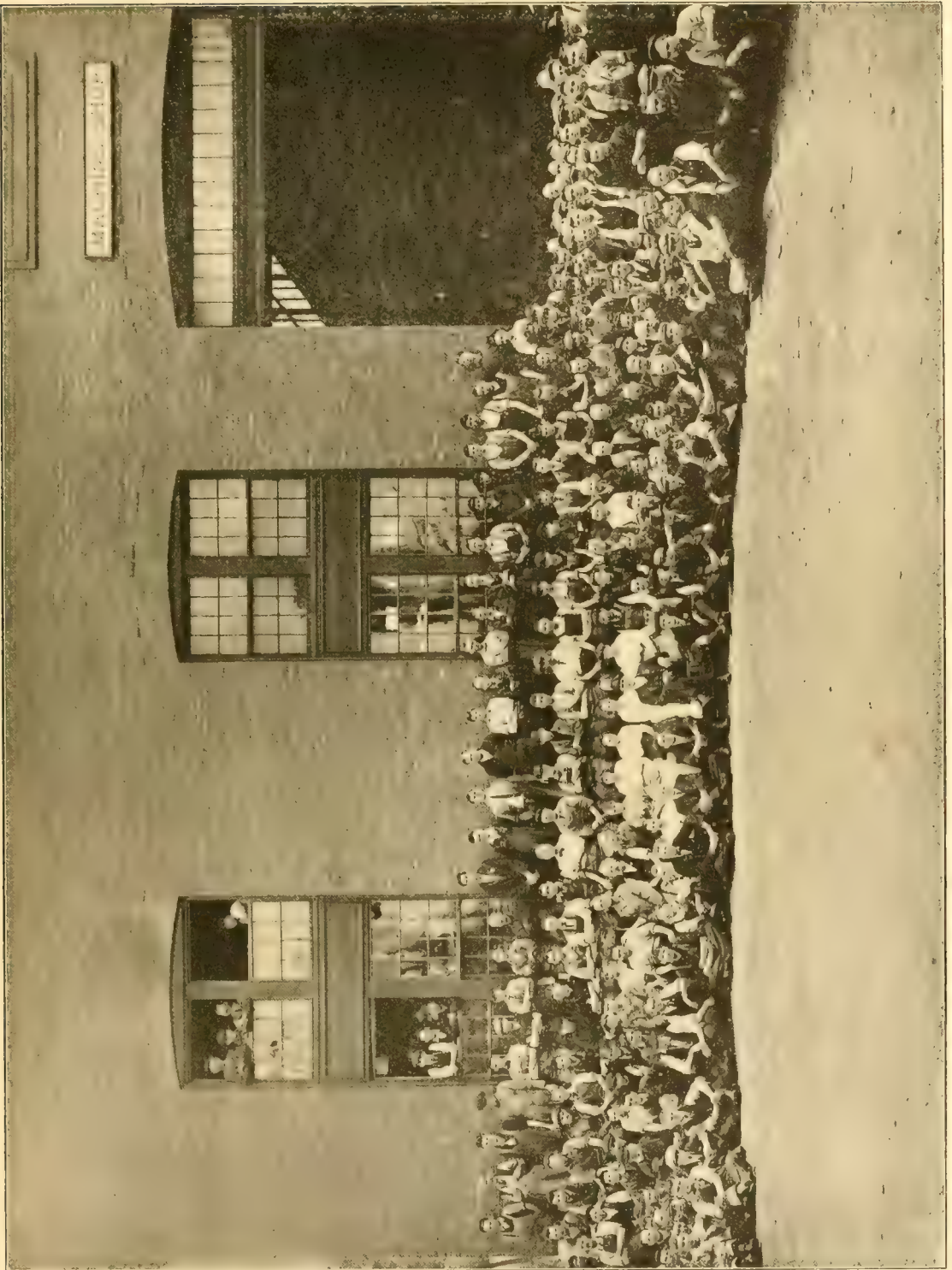
In the policy of the delegation of responsibility to his quartermen and leadingmen, Mr. Spinney has adopted a policy that is strictly businesslike for he holds his foremen absolutely responsible for the work they have in hand. By such a delegation of responsibility Mr. Spinney is relieved of a considerable amount of extraneous matter and can function so much the better as an executive. The matter of grievances that employees in Building 80 may have are reported to the Shop Committee who in turn are always given audiences.

By a strict attention to business and by showing no partiality to any employee over another Mr. Spinney has every employee in Building 80 working behind him.

MACHINE SHOP.

In this issue of "The Lifebuoy" appears the group photograph of the employees of building 80, Machine Shop.

The Master Machinist who is also acting Assistant Shop Superintendent is Mr. Albert S. Spinney. The Quartermen are Mr. Mark E. Boulter, Mr. Harold K. Leyden, Mr. Fred J. Gilkey, Mr.



Fred N. Pray, Mr. Ernest Jackson and Mr. Alfred Berg. The Leadingmen are Messrs. Rorrest T. Holbrook, Bert Bucklin, Reginald E. Goldsmith, Fred E. Perkins, Morton Seavey, Daniel H. Gorman, Fred T. Abrams, Marshall E. Stinson and Will F. Courville.

"LIFE BUOY" CONTRIBUTIONS.

In that the "Life Buoy" is published for the interest of the employees of the Portsmouth Navy Yard, it does not seem to the editor that it is asking too much to ask that employees send in live shop notes each month. Unless shop notes are sent in more promptly, it may become necessary to cut them out altogether. Such a procedure would work great hardship to those who are interested in the "Life Buoy" and who have tried faithfully to maintain it at a proper standard.

Any and all contributions relating to Yard activities as well as the activities of the employees themselves, is of more or less concern to everyone and it is requested that the same be forwarded to the Safety Engineer before the 10th of each month.

THE HUMAN EYE.

The eye is the most valuable organ in the body. Loss of one eye means considerable loss of working capacity, while a defect of one or both eyes not only interferes with accurate work, but by causing unconscious strain produces headache, stomach trouble and other sickness. Eye strain is caused by a good eye trying to work with a defective one. The strain is unconscious in many cases and a man does not know that his eyes are defective until he has them examined.

Continued strain gradually wears out the eyes.

A man who knows that his eyes are defective should consult an oculist and learn whether glasses are necessary.

If they are, he should get them and wear them as directed by the oculist. They will not only make his work more accurate but will save his eyes and improve his general health.

In working with grinding wheels, there is great danger of small chips of steel or bits of abrasive penetrating the eye.

These pieces, unless removed at once by one who is skilled, will produce inflammation and ulceration which may go on to complete loss of vision.

If removed at once they cause no harm.

Delay is dangerous and may result in a condition which even an oculist will be unable to cure.

The finest of instruments and strongest of light are necessary to remove these pieces of steel and abrasive without leaving a scar.

THE RIVETER.

Rat-a-tat-rat-a-tat-rat-a-tat-tat,

You can hear it from morn till night,
'Tis the sound of the riveter's hammer; at work
For the cause of right against might.

His mind is intent on the work at hand,

For a record maker is he,
And each glowing rivet that he drives in,
Is one more stroke for Liberty.

So with rat-a-tat-tat he works away,

Thus binding together the whole,
His hands are not working alone these days
But in unison with his soul.

He knows that America's ideals must be,

Protected by ev'ry loyal heart,
And that in the struggle for "Freedom for all,"
Each patriot must do his part.

He visualizes the boys "over there,"

And in his rat-tat-he can hear,
The sound of machine guns doing their work,
Until it seems actually near.

As he works he feels that he's in the fight too,

Just the same as the man with a gun;
For there must be ships to carry the troops,
And supplies for fighting the Hun.

He has in his mind the lurking U-boat,

While working away at top speed, -
He knows how the Nation depends on him now,
For 'tis ships and more ships that we need.

There are visions too in his mind as he works,

Of a wonderful Merchant Marine,
Where the Stars and Stripes flying in ev'ry port,
On American ships will be seen.

And when he has sent the last rivet home,

Among his workfellows he stands
When the launching takes place of the sturdy ship,
Which is partly the work of his hands.

For the riveter's record of work he knows,

Will redound to his credit and praise,
And that with his help many more sturdy ships,
Will gracefully glide "off the ways."

And when peace thru vict'ry again shall come,

The words that will gladden his heart,
Will be those that his conscience will whisper,
"You have faithfully done your part."

Rose Villar,



LIEUT. COMMANDER R. W. RYDEN

We welcome Lieut. Commander R. W. Ryden in our midst. Lieut. Commander Ryden was born in Des Moines, Iowa, on Feb. 27, 1882. He was appointed to the Naval Academy, Annapolis, Md. from the state of Iowa and entered the Naval Academy on Sept. 11, 1899. In 1903 he was graduated from the Naval Academy and for a time served as Passed Midshipman and Ensign on board the Battleship Maine, Gunboat, and Destroyer Truxtun. In Aug. 1905, he was then transferred to the Construction Corps.

Lieut. Commander Ryden was selected to then take a special course at the Massachusetts Institute of Technology from which he was graduated in June 1908, after graduation he was assigned to the Portsmouth Navy Yard, where he remained until 1912. For approximately three and one-half years, Lieut. Commander Ryden was Office and Shop Superintendent at the Norfolk Navy Yard, Norfolk, Va. He then was Sta-

tioned for two and one-half years at the Olangapo Naval Station as Construction Officer. Upon his return to the United States in the Spring of this year, he was ordered to temporary duty in the Bureau of Construction and Repair, Washington, D. C. Lieut. Commander Ryden assumed his duties officially as Shop Superintendent of the Portsmouth Navy Yard on Sept. 17, 1918.

In May 1906, he was commissioned as an Ass't. Naval Constructor and was appointed Naval Constructor with the rank of Lieutenant in May 1915. In Aug. 1916, he was given the rank of Lieut. Commander.

It is sincerely hoped that in his latest and most responsible position that Lieut. Commander Ryden will have the co-operation of everybody connected with this Yard.

GAS MASK CARBON

A nation wide campaign has been launched, which demands the loyal cooperation of every one of us. The campaign is for the procurement and saving of certain kinds of pits, seeds and shells which can be used in the manufacture of carbon. This carbon is to be placed in the respirators, which is a part of the gas mask used by the boys over there. Great difficulty is being experienced in procuring sufficient raw materials to produce the amount of carbon required to meet the needs of the War Department.

The list of acceptable material is as follows: peach pits, prune pits, plum pits, apricot pits, olive pits, cherry pits, date seeds, brazil-nut shells, hickory nut shells and butternut shells. Other pits, seeds or shells are not wanted.

It is estimated that two hundred peach pits or seven pounds of nutshells will produce enough carbon for one gas mask. Will you do your share, and give at least one man the best gas mask?

A centralized collection station will probably be located near the entrance to the Yard. The collection receptacle will be suitably painted and labelled. It is hoped that every one will assist in keeping the receptacle constantly filled up so that the Red Cross will be busy in removing the pits and shells.

It is needless to say that all fruit pits and seeds should be thoroughly dried in the oven or in the sun.

The appeal of the Gas Defense Division for the conservation of fruit pits and nut shells is possibly one of the most important that has been presented since this country entered the War. What is your answer?

"LIFE WISDOM"

The Teaching Force In the College of Life
Is the Happy Faculty of Friendship.

The more you get of success, the more you are willing for others to share it.

Remember, the man with a level head didn't get it from butting in.

The wise man attaches the parachute of prudence to the balloon of enthusiasm.

It is better to laugh to forget than to forget to laugh.

Strangely enough, the man who hasn't a leg to stand on usually kicks hardest.

YARD ACCIDENTS.

The number of accidents occurring on this Yard, while not increasing, constitute altogether too large a number. Fully 80 per cent. of the accidents occurring in this Yard are due directly or indirectly to the carelessness of the employees injured. Most of the employees injured do not stop to think but act and think when it is too late. Fooling is altogether too prominently shown to be the cause of many accidents, and in a time of war, such nonsense is far from a gentlemanly way to act. It is hoped that employees will hereafter govern themselves to the end that they will not allow such carelessness to exist in their own ranks.

A GIRL LIKE YOU.

(Dedicated to the mothers, daughters, sisters and sweethearts remaining behind).

It's the faith of a little girl like you,
That counts when the world goes wrong,
When a fellow's down and mighty blue,
And his lips can voice no song;
When the loneliness seems hard to bear,
And the scheme of life proves tame,
It's knowing somehow, that still you care,
That makes a fellow game.

When he wants to quit in the first long mile,
Turn back in the grilling race,
When the goal beyond doesn't seem worth while,
And he balks at the speedy pace,
It's then that the faith of a girl like you,
Makes him reckon the coward's cost,
And he plays to win as a man should do,
The game he might have lost.

It's girls like you that keep men straight,
Keep them white clear through and clean,
It's girls like you that make men great,
And not what they might have been,
Oh, it's good for the man when all seems night,
When the clouds hide the goal from view,
Just to knuckle down and fight, yes, fight
For the sake of a girl like you.

William S. Hughes,
Outside Machine Shop, Bldg. No. 89

STICK TO YOUR JOBS.

The present labor turnover in our industrial ranks is high and if continued can only benefit one party and that is the Huns.

Employees now on this Yard should give careful consideration and much deliberation whenever they contemplate leaving. The reasons advanced by employees leaving are numerous and often times not sound. Such a reason as "I want to go elsewhere," is not sufficient.

It is well recognized by men acquainted with industrial affairs thruout the country, that similar conditions of inadequate housing facilities and other causes for the excessive labor turnover exist just as prominently in other cities. The "floater," the employee who works a month or a week here and then there is a valuable asset to the enemy. Who wants to be classed as a "floater?" It therefore behooves us all to stick to our jobs thus bringing the war to a more speedy end and ultimately warranting a place for ourselves with the "boys over there" when they return.

It is predicted that by July 1, 1919 we will have a grand total of 6,250,000 men as actual combatants divided as follows: 4,500,000 in France, 1,000,000 in training in contonments and 750,000 in the Navy. To keep these combatants supplied with munitions, clothing, food and coal there will be required 25,000,000 persons or nearly one quarter of our total population which of course includes children, wives and others who can not be counted upon to produce directly.

Our one aim is to win the war decisively and to accomplish this successfully and quickly we all must stick to our present jobs.

COMMON WAYS OF CAUSING INJURIES.

While reaching under his work in a lathe, the dog caught in the rolled-up sleeve of an employee and cut deep gashes in his arm and chest.

When tightening a nut, the wrench slipped bringing the employee's hands against the sharp tool.

When setting down a casting an employee let it drop, without noticing that his toe was beneath it. He knew then.

While operating a lathe with an air chuck an employee carelessly left his finger in chuck and then deliberately operated the chuck causing the crushing and loss of two fingers.

Round objects like short pieces of pipe or shafting, should not be left lying on the floor, as they are responsible for many a man's slipping and getting a fall.

Shoes with holes in the soles or the wearing of sneakers may allow splinters from the floor to enter the foot and should not be worn.

Six employees carelessly got on a platform and at the same time a craneman carelessly allowed a heavy plate to strike against the platform causing the platform to give way, striking an employee working below.

SMALL NEGLECTS.

Most accidents occurring in this Yard are minor accidents, and are due to the neglect or thoughtlessness of some employee, who has become so familiar with his work that he has become careless.

Think over the ways in which you can help to make accidents less common and make suggestions to the Safety Engineer.

If you get something in your eye that cannot be readily removed with a handkerchief, go immediately to the Dispensary. Never allow a fellow employee to try to remove anything from your eye with a match or other similar material.

Do not wear a coat or skirt with loose or torn sleeves. Torn sleeves, loose long neckties and flowing skirts and other loose parts of the clothing, frequently get caught in gears, belts, or some moving parts of a machine. Employees working about machinery are requested to wear short sleeved jumpers.

Do not "fool" with a fellow employee, or distract his attention when he is running a machine or working at some other danger point. If you do you may be the cause of a serious injury to another employee.

Be careful in going up and down stairs.

COLDS—SORE THROAT.

A cold is an inflammation of the membranes lining the nose, throat and sometimes the air tube going from the mouth to the lungs.

The inflammation is due to germs which force their way into the membranes and multiply there. They throw out poisons which irritate the membranes and make them overact and produce very large amounts of mucous.

This mucous is what runs out of the nose. It contains many of the germs which are washed out in it. The germs may stay in the nose or they may travel up a tube leading from the nose to the eye; then the eyes "run" for the same reason the nose did. They may also pass from the throat through another tube to the inner ear and set up earache, or what is more common they may pass down the windpipe setting up an inflammation

there. When there is inflammation of the windpipe the nerves are irritated and produce a cough.

The germs get in, in the first place, because there is congestion. Congestion of the nose and throat is caused by chilling the skin of the body. As every one knows, standing in a draught when overheated brings on a cold. In other words it causes a congestion of the nose and throat and the germs always present find this just the ground to enter and irritate.

The best way to keep from catching cold is to accustom yourself to sudden changes of temperature. This can be done by taking a cold sponge bath over the front and back of the chest every morning. The next best way is to avoid draughts and to keep the feet dry. When the feet are wet the water evaporates quickly and causes a chill which makes congestion of the nose, throat and chest.

If you catch cold, try to break it up at once by taking:

1st. A hot drink at bedtime.

2nd. Something to move the bowels.

The time to try to break up a cold is when the throat feels dry before the moist stage. Norton Co.

FIRE PREVENTION.

When every employee realizes, that his or her present position depends upon the fact that it is everyone's duty to protect the Yard against the possibilities of a fire, then and only then may we be assured that our positions are safe. For, should an employee carelessly throw a lighted cigar, cigarette or match inside a building a fire may occur which may develop into a conflagration and ultimately throw everyone of us out of a job and in addition help the Hun just that much.

Every employee can help by keeping the Yard clean and free from rubbish.

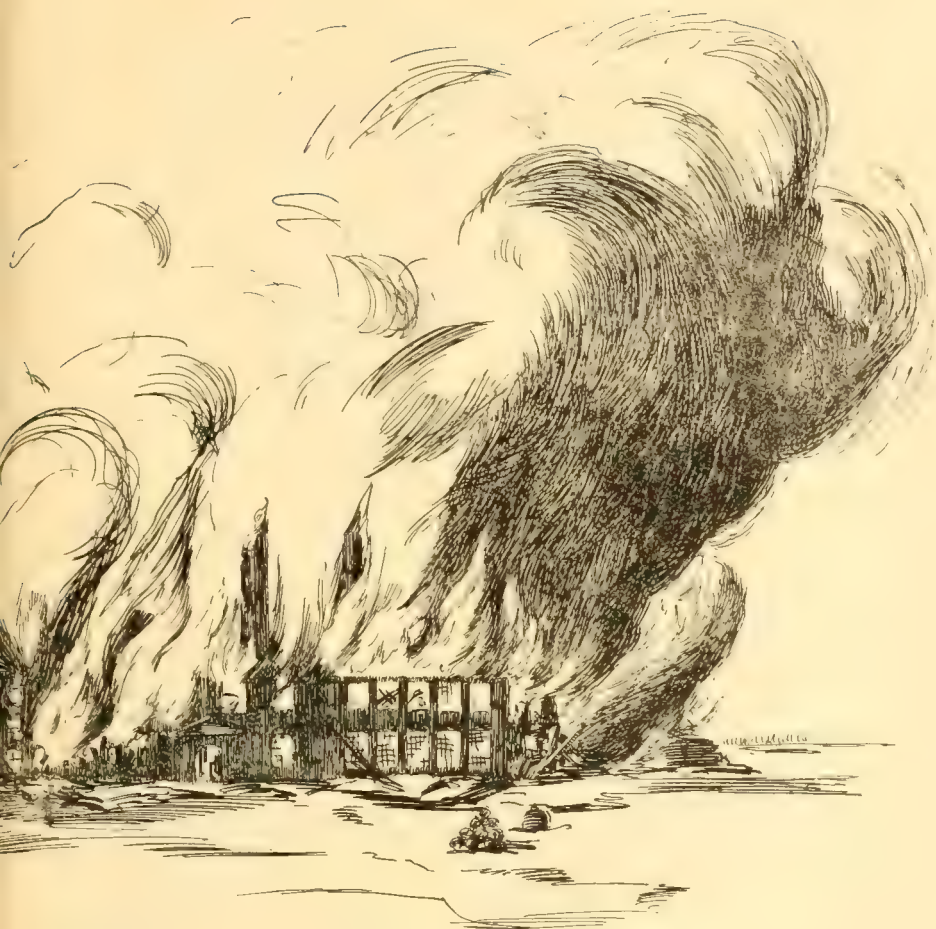
Under no circumstance should papers or rags be thrown into corners, where they may not show. Rubbish cans are provided and should be used. Paper or oily waste thrown carelessly or thoughtlessly against steam pipes or ovens may start a fire.

Electric wires should not be allowed to come in contact with pipes of any kind.

Lighted pipes should not be emptied inside a shop neither should a lighted cigar, cigarette or match be thrown inside a building. Many cases of fire have had their origin in just such ways.

It is everyone's duty to help protect our Yard against a fire and in that way assure our own positions.





WATERVLIEI ARSENAL
SAFETY DEPT

APPENDICITIS.

The appendix is a little worm-like pouch which projects from the large bowel on the right side near the front of the hip bone.

This little pouch sometimes gets stopped up so that the matter which is constantly passing in and out of it cannot get out.

This matter, consisting of partly digested food ferments and the germs which are in fermenting food attack the wall of the appendix. This makes the appendix swell up and it becomes very painful. It may burst. If this happens the fermented contents and pus are thrown into the belly cavity among the coils of bowel and peritonitis sets in.

The symptoms of appendicitis are:

1st Sudden, sharp, severe pain, first in the pit of the stomach, later settling low down in the right of the belly.

2nd Repeated attacks of nausea and vomiting.

3rd Weakness and general feeling of being very sick and feverish.

The best way to keep from having appendicitis is to keep the bowels regular.

If you have a bad pain in your stomach, especially on the right side accompanied by vomiting, send for your doctor at once.

CO-OPERATION.

The following letter, which was received by the Safety Engineer, was thought worthy of being printed in *The Lifebuoy*. It needs no comments as it rings clear and true, and is an expression of thanks by one who is voicing the minds of many successful employees of this Yard.

Editor of the "Life Buoy"

Dear Editor:

I believe a word or two of appreciation and fair treatment and spirit of co-operation accorded a new comer to the yard would be appropriate for your excellent publication.

Coming here without any previous experience in the work of this yard, I commenced as general helper in the Foundry, where I worked five months as casting cleaner.

Hearing of the school for shipfitters, then being held at Shop K evenings, I applied for a transfer. Mr. Connors and Mr. Schlabach, both kindly approved, and I as well as a class of others received good, practical, and as thorough instructions in shipfitting as was possible in the time allowed from Mr. Smith, Quartermen Shipfitter in charge of Mold Loft.

We helped for awhile and were then given

various jobs to construct ourselves. Here is where the older mechanics showed their patriotic spirit. They have all, without exception, put themselves out to advise and help us greenhorns, giving us benefit of the tricks it had taken them years to learn. The excellent instructions and helping hand of the older mechanics have enabled several of us to do work that has gained our rating.

I believe the yard and the country at large should know of this fine spirit. In the year that I have been here, I have not witnessed a single case of unfair treatment but have seen every man, who tried to do right, rewarded in due time.

Respectfully,

A. B. GINNER.

NEW RESTAURANT.

The new restaurant which will comfortably seat 500 diners was officially opened on the evening of Sept. 16th, when a farewell banquet was given in honor of Commander Schlabach.

The new restaurant has been laid out along a double cafeteria style and employees enter at a door located at the remotest distance from the point of serving. Employees will form in two lines, one line walking along the east side of the building and known as "special line," and one line along the west side of the building and past the stage and known as the "regular dinner" line. Employees will first take a tray and then their knives and forks, napkins and bread and butter in order. They then arrive at the pie and cake counter and slide their tray along on a rest or serving board, taking up the various courses desired. After receiving the coffee the two lines come together at a point where the diners are checked for the amount of food purchased.

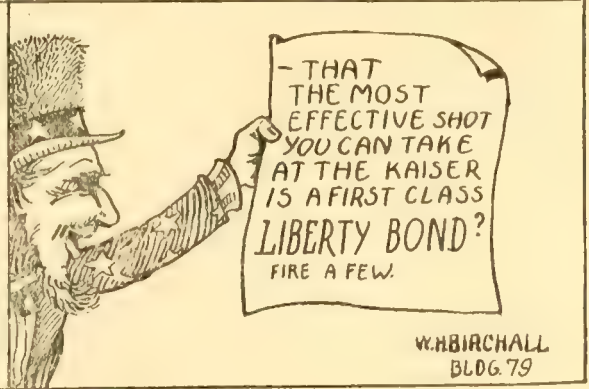
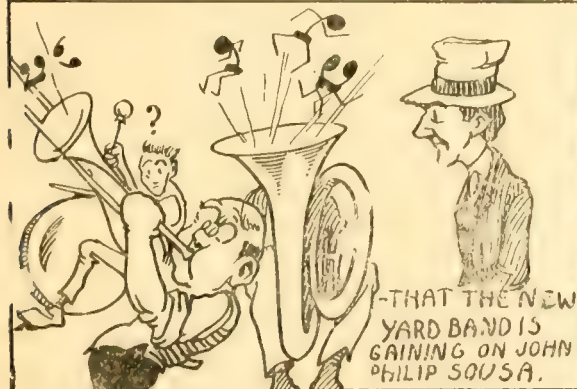
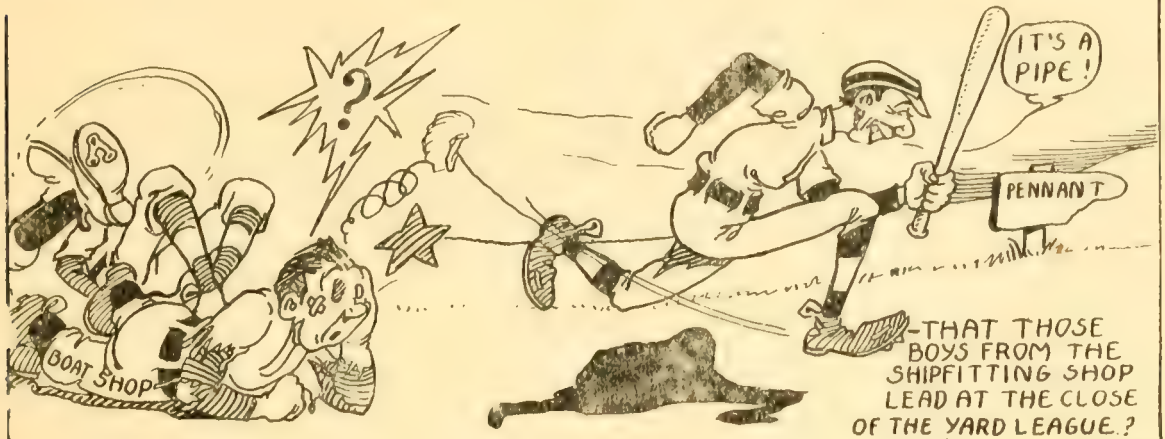
It is requested that any employees having grievances lodge the same with the Safety Engineer who is likewise superintendent of the restaurant, and conditions warranting a remedy will be given immediate consideration.

It is hoped that moving pictures may be shown relating to the safety subjects some time this winter, for a stand has been built to hold such a machine.

In accordance with a recent order the door of the restaurant will not be open until 11.35 but when inclement weather is met the door will be opened promptly.

It is requested that employees who avail themselves of the restaurant privileges show patience at times. For instance: Employees were quite provoked recently because the service was slow.

DO YOU KNOW?



These employees were ten hour men who came in after 12 o'clock and who had only a half hour for luncheon. Had these employees thought first they would have readily come to the conclusion that most of the help in the kitchen were down ill because of the recent epidemic.

THE TRADE SCHOOL.

Since the school has passed the experimental stage and is now recognized as turning over to the various shops men who are pretty generally making good, it is not stating it too strongly to say that eventually 90 per cent. of the men trained in the school will make good. Probably 60 per cent. of them have already obtained a rating.

We wish to express our appreciation and gratitude to Assistant Naval Constructor McCarty, our chief, for the masterly and able manner in which he is handling the school.

He has insisted, from the start, that the green men whom he has taken in from the farms, from the shops, in fact, from everywhere, men who never before perhaps have ever seen a ship, much more never stepped foot upon a shipbuilding plant, be allowed three months intensive training both of theory and practice before they are turned over to the different trades. The shipfitters, for example, are given a prescribed amount of mathematics, a short course in Mechanical Drawing (in order to understand blueprints) and certain specific instruction in plan reading together with his practical work on ship and around the yard under competent shipfitters. Specific instructions for employees going into other trades is likewise given. Each man is shifted from job to job as he shows proficiency in the same, thus giving him as much practical experience as possible during his apprenticeship.

When the three months have transpired, the man with his record card is turned over to the Foreman of the shop to which he is assigned with a note from Lieut. McCarty stating that he recommends that the man be given a suitable try out and be given a rating when the Foreman feels that the rating is due him. Upon signing up men Lieut. McCarty's final advice to them is "I will give you a chance now, go to it, and make good."

At frequent intervals the instructors and leading men of the school are called together and reports upon progress of work are given and things for the good of the school discussed.

Conferences and advice from the supervisory force of the Shipfitters' Shop are also held at stated intervals thus combining the two more closely together with beneficial results to all.

Lieut. McCarty has demonstrated that the only way to fill up the gaps in the Mechanical force of the yard at this critical time is through the school as it is impossible to get trained mechanics from the outside now.

A MOTHER'S SMILE.

There are clouds that must o'ershade us,
There are griefs that all must know,
There are sorrows that have made us
Feel the tide of human woe;
But the deepest darkest sorrow,
Though it sear the heart awhile,
Hope's cheering smile may borrow
From a mother's welcome smile.

There are days in youth to greet us
With a ray too bright to last,
There are cares of age to meet us
When those sunny days are past;
But the past scenes hover o'er us
And give back the heart a while,
All that memory can restore us
In a mother's welcome smile.

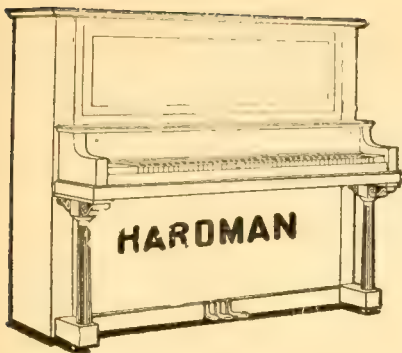
There are scenes and sunny places,
On which feeling loves to dwell,
There are many happy faces
Who have known and loved us well;
But mid joy or mid dejection,
There is nothing can beguile,
That can show the fond affection
Of a mother's welcome smile.

William Sumner Hughes,
Machinist, Outside Machine Shop.

NOBLE WORK.

The profits realized from the sale of candy in Building 89, Outside Machine Shop, in the last three months, have accumulated to the sum of \$900.

The directors of this fund, Mr. Fred Hayes and B. J. Ferran, decided recently to allow Dr. Preble, head of the United States Public Health Service to draw on their account up to \$600, the money to be spent in providing two nurses for duty in the contagious hospital recently opened in Portsmouth, N. H., and two nurses for outside duty. The cause for such a decision by the directors was due to the urgent necessity of providing available funds wherever they might be found, to help in the recent Spanish Influenza epidemic that hit this vicinity. Other money is being spent in helping destitute families living in Portsmouth and vicinity, whenever proper cause can be positively shown to exist.



PIANOS
FOR RENT FOR THE WINTER
GET YOUR ORDER IN EARLY

MONTGOMERY'S

MUSIC STORE

OPP. P. O.

PORTSMOUTH, N. H.

EVERYBODY'S STORE

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- -

Y. M. C. A. BLDG.

PORTSMOUTH, N. H.

NOW COMES THE WINTER SEASON WHEN EVERYTHING IS MOST NEEDED

We were exceptionally lucky to secure our merchandise at old prices, we therefore suggest that Every Man Woman or Child reading this "Ad" should not overlook this opportunity of the good values this COMING SEASON in Ladies and Men's wearing apparel.

EVERYBODY'S STORE

"I SAW IT IN THE LIFE BUOY"

DITTY BOX SAYINGS.

We are all ready for the Fourth Liberty Loan.

Our shop is having another annex, we are out-growing our shop faster than they can build additions.

Sisco certainly put it over on Bailey in dividing their gardens, for Bailey had to go to North Anston, Maine, to get his winter potatoes.

Jesse Lord is blending a new cigarette tobacco.

Hughy's bowling alleys will be open about Dec. 1st. (?)

Willy Lonergan wants the clocks set back in the morning instead of at night.

Andy has returned after two weeks vacation spent in Washington, D. C., in the interest of Prohibition.

SEEN THROUGH THE PERISCOPE.

Letters have been received from two former members of the Submarine Drafting Room Crew, Privates D. J. Carey and K. M. Pattee. They are both quite enthusiastic about the army life. Can you imagine how they will get the girls in those uniforms?

The first girl draftsman (or is it draftswoman?) has reported for duty. Miss Mildred Lane, of Melrose, Mass. We hope to see more assistants for Mr. Yeomans.

We are all glad to see Bobby settle down once more and enjoy the quietude of his Broad Street home every evening.

The explanation of the worried look on several of the boys' faces is at last discovered; they are all wondering where the Chief Draftsman's office will be in the new building.

We should have been in the new drafting room by this time, but during the recent rains a large number of leaks developed in the roof and now it will have to be caulked or the boys will have to wear raincoats.

Another case of War Profiteering: 6c for 5c worth of candy at Colliton's Candy Counter.

Our newly elected Liberty Loan Committee composed of Captain E. J. Proehl, R. W. Lord and H. G. Brown is very enthusiastic and will put the Sub Drafting Room over the top if it can be done. It is a sure bet that when the final standing is published we will be conspicuous near the top as we always have been.

Congratulations to W. C. White, W. F. Newton and G. M. Clark. They were fine cigars, too, boys. Mr. Collier looks right at home, "Over the board."

C. S. Conlon is getting impatient waiting for a

call to active duty. He enlisted some time ago in Naval Aviation, but has not been able to get an assignment yet. Charley wants that uniform. He has so many different girls that it takes all his time explaining why he hasn't been drafted.

The Spanish flooey has raised havoc in the Sub Drafting room. Many have been sick, and a lot have been sick enough to get sick leave.

WE WONDER

When Zislin and Rosen will learn to play cards.

Where all the janitors come from.

When Scriven will pass around the cigars. Why the delay Earle? The boys are getting anxious and rents are getting scarcer all the time.

When Hales will pay Zislin that cigar.

When Rosen will take a long trip in his gas buggy. Cheer up Rosie, you may have a good one some day.

Why Wright's table was moved down in the corner. Hard luck Virn. We thought you were making a hit.

If Rosie's Ramblers will be seen on the alleys when the ten-pins begin to fall.

If Charley Guiggesburg is still chasing Transportation.

If Googins ever gets tired of calling some of the boys to the telephone.

How Coffin manages to get a letter every day.

If Lee Scheirer has had any experiences doctoring the Spanish influenza lately.

ANVIL SPARKS.

See Walter Clark for your Liberty Bonds.

Fred Reckendorff visits Boston quite often lately, we wonder why?

Several of the boys who visited Boston lately have not recovered yet.

Pete Draper is now actively engaged in making Soap Powder.

We wonder why Frank Marshall changed his mind about that dance.

Maurice has very sore hands but a stout heart.

One of our young men had better stay away from Lowell as the air is very dry down there.

Big Sam and Dixon are a pair of Helpers hard to beat.

Congratulations to Mr. Blake. A boy, 10 pounds.

Did you ever have any experience as a helper? Yes sir. Where? Three years in High School.

Congratulations to Mr. H. M. Forbush, also to Mr. Richards who will be the next in our Shop.

See Mr. Chaffe about your War Savings Stamps. Only three months in which to make good your pledges.

"A Penny Saved Is a Penny Earned"

We can help you save a
good many pennies on

HOUSE FURNISHINGS

See Mr. WOOD

99 Penhallow St. Portsmouth, N. H.

YOU AUGHT TO KNOW

DENNET and Mc'CARTHY'S
IS THE BEST PLACE TO BUY
Overalls, Shirts, Hosiery

USE GAS FOR

LIGHTING, HEATING AND COOKING
PORTSMOUTH GAS CO.
ALWAYS AT YOUR SERVICE

THE "BUSY CORNER" STORE

**But Never Too Busy To Fill Your
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INSURANCE and REAL ESTATE
OF EVERY DESCRIPTION
LOWEST RATES BEST FORMS

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OFFICE HOURS 32 CONGRESS STREET
8 TO 12 A. M. 2 TO 5 P. M. PORTSMOUTH, N. H.

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NEW HAMPSHIRE

FORD SERVICE

Fulis Bros. Men's and Boys' Shoes

Fine Shoe Repairing CONGRESS ST. TEL. CON.

"I SAW IT IN THE LIFE BUOY"

SUPPLIES.

With all apologies to Ensigns Harrison and Knight, it seems rather good to see Captain Arms back again.

Miss Ellen Bowden has returned from a fifteen days trip to Buffalo, New York City, Cleveland and Niagara Falls.

Bernard Paul and Mr. Chesley have returned from a Western trip. They report that they had a wonderful time.

Ernest Sanders and Eugene Lavangee leave Wednesday, the twenty-fifth for Durham, where they will train for the Army. It is the wish of all the office force that they be successful in their new duties. They will be greatly missed by the girls.

Miss Lucy Morgan returned to work on Tuesday, last, after a fifteen day furlough spent at Lawrence, Mass.

Miss Ethel Sanford is undergoing an operation at the Sacred Heart Hospital, Manchester, N. H.

Several new yeowomen reported for duty this week.

WE WONDER:

If Miss M. knows how many stripes a Sergeant has.

Why Mr. Robbins enjoys his daily work so much, also why he likes to work overtime.

Why Blaisdell went to church one Sunday recently.

Why a certain young lady is called "Sister" by one of the heads.

Why "Pa" takes so many half days off.

Why a certain young lady refused an invitation from a Naval Officer—Perhaps she was afraid some one would tell Maxie.

What kind of a bird the cuckoo is, and where it can be found—Ask Long—fellow.

Where Rosie gets all her Page and Shaw's.

Who one office girl gets to direct her envelopes, and why.

Who gets all the profits from the candy drawers. Certainly not the one who deserves it.

Why some people never look into a mirror.

Why Rosie got that vacant stare when she referred to the powder-puff.

Why it looks so nice and tidy around "Pa's" desk.

How they get that way.—Even Lucy is wearing fancy stockings!

WE'VE HEARD:

That the best looking girls may be found in the Supply Department. Well, anyway we notice there is more vigor and determination to succeed than ever before.

That a certain young fellow in the office wrote a letter to a girl but lost his courage and did not send it. She's a "B" Eddie, but she wouldn't sting you.

That all the girls admire a fellow who wears a uniform.—Even "Little Polly."

That one doesn't have to go outside the office to see "camouflage."

That Lucy and Abbie's little affair has broken up on account of our remark in a recent copy of the "Life Buoy"—We didn't mean to hurt your feelings—Can't you take a joke?

That the men in this Department are partial to lavender waists,—better keep your eyes open, "Bernie."

That a certain Rye girl is thinking of joining a circus as she is very fond of THE TENT.

That Colonel Leavitt doesn't object if all the young fellows are drafted, as we hear him sing occasionally—"Oh the old men will have a fine time when the young men go away."

That Blaisdell sold his Buick recently. Are you planning to buy a carriage now?

That the girls in the Purchasing Section don't know where they are at these days.

Now you're here,

Now you're there,

In fact we see you everywhere!

(Cheer up, girls, learn all you can and when the men leave you will be able to fill their places).

That the rotund file clerk in the Purchasing Section was passing around nuts recently, the genial one says they were raised in his yard on Echo Street. One of the young ladies in that section says that nuts of that kind do not grow in Kittery—What say, Steve?

That it pays to advertise. -Neighbor

ELECTRICAL SPARKS.

We hear that the town of York was well represented at the recent banquet and ball.

Our F. O's. from York are there on the "gliding." They acquire their aptitude from excessive practice at the dances held in York Town Hall.

The Baseball team from this Shop has closed its (very successful) season. The boys are now spending their dinner hour kicking the "pigskin."

We are wondering why Phyllis always forgets her badge.

The report of the Chairman of the lunch room Committee is as follows: Since May 1, 1918 \$4139.34 has been turned into the bank. We have on hand in the bank \$150, and \$200 worth of stock, with no unpaid bills. We are arranging to send

HENRY PEYSER & SON

16 TO 20 MARKET ST.

For more than forty years Portsmouth's leading
Store for Men's and Boys' apparel

RUGS, DRAPERIES, FURNITURE COVERINGS

THE QUALITY STORE

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Clean, fresh meat, groceries and provisions at reasonable
prices.

Every stock holder has equal rights, and the store is man-
aged for the benefit of all workmen.

CO-OPERATIVE ASSOCIATION INC.

Market St.

Portsmouth, N. H.

ONE
FOR
ALL:

ALL
FOR
ONE

"I SAW IT IN THE LIFE BUOY"

boxes of candy, cigars and cigarettes to our former shopmates who have been called into service.

A service flag for this shop would contain stars for the following former employees: K. M. Pattee, C. R. Hall, H. P. Fisher, J. J. Connors, N. J. Hogue, W. H. Parks, John Dow, Charles Prince, W. H. Little, W. L. Thompson, D. F. Walker, S. B. Wood, O. Olsen, J. S. Hoyt, C. Fortune, Geo. Carr, Henry King, Oscar Hebert, Harry Brown, Roger Ladd and Carl Hanscom.

The output for the month of August was \$120,000, over \$25,000 more than the second highest month.

The 4th Liberty Loan drive will surely go "over the top" in 79.

"Jocko" has purchased a new \$50. winter suit. You can't beat "Jocko" on style.

One of our employees residing in York has had his uniform cleaned and pressed, his badge is also polished. He is waiting for Next Year's Field Day. Go to it George.

"Duke" has been enjoying a vacation spent at his home in the suburbs of Kittery.

Temperatures are running high in 79. One Female Operator, returning from the dispensary reported her temperature as 111.

Birchall sure is some cartoonist. Wonder what his next one will be.

They say Miss Kane surely did enjoy herself at the banquet and ball recently held as a farewell to Commander R. P. Schlabach.

PATTERNS.

With four years at sea Jim might be able to tie his boat up properly.

Twitchell was very much pleased with the results of his ad for a room. As yet he is undecided whether he will room in North Hampton as a christian, non-smoker and non-sweater, or with a happy black family of three in Portsmouth.

We wish to advise Van that he would be greatly appreciated by a certain Eliot girl if he wore a Marine uniform.

With the close of the summer season, the boys of Camp Lookusup and many friends, will run a straw ride to Greenland where a huskingbee will be held at Hoyt Farm.

Now that Mr. Malmquist is satisfied with ship-fitting, it is believed that he will submerge for the winter and next spring enjoy a honeymoon trip to the ruins of Germany.

THEY SAY THAT:-

Twitchell has drawn the color line.

The Camp now contains a christian young man

who is a non-sweater and a non-smoker.

Mott Hoyt is anxious to know how many red ears of corn he can raise.

The single fellows are going fast; there are only seven left.

Dr. Smith has three patients with prospects of more if he doesn't weaken.

Several fellows in the shop wish that the creek was nearer the Kittery side of the river.

If no more lay offs occur that the Pattern-makers are going after the bowling championship of the Yard.

BOAT SHOP PUFFS.

Great credit is due to our baseball team for the excellent showing which they made in the recent series. Altho we did not win the pennant we made a good try for it. It is hoped that with the excellent material which we now have that we will have a team in the field the coming season. Our most excellent manager and Captain Heinie Cragen has accomplished wonders in a short space of time.

Some times old men come back altho Steam Roller Bunker and Grandpa Humphreys tried their best, we could plainly see that their age was against them.

There was quite an interesting sight on the Dover train after the game. It was noticed by several that our ladies' man Mr. Condon was in his glory. He was not seated with one girl but with many.

Strictly business is the reason Uncle Ed doesn't catch any small lobsters. He has a sign on all of his lobster traps—No admittance except on business -

We are all very sorry to learn of Mr. Ford's misfortune, but very glad it was no worse.

One of the Navy Yard travelling cranes made a good slide for the Boat Shop Bldg. No. 60 this morning but by some good fortune no one was hurt. The boom tore a large hole in the wall and splintered a large door on the back of the building.

Woman, Woman, long you've waited for that dream, that dream that ne'er came true, but at last it can be toasted, Willie's pants will soon fit you.

On a clear September evening not many moons ago, Mr. Tucker crossed the river in a boat that was not slow.

He was somewhat in a hurry with his basket full of eggs.

Not thinking of a tumble as he stepped upon the edge.

His legs were not steady as he jumped upon the stage.

A. D. S. REMEDIES

AT
Adams Drug Store
ON
MARKET STREET

THE PORTSMOUTH FLOWER SHOP
A. C. CRAIG, Manager
FANCY CUT FLOWERS
AGENT VICTOR TALKING MACHINES
4 Market Street Phone 960
PORTSMOUTH, NEW HAMPSHIRE

IT'S NO USE

Telling you a long story about advancing prices. You know as much about it as I do. But I want to tell you that I have a large stock of CLOTHS, bought to secure old yarns and dyes, at a much lower price than they can be found today. If you need a SUIT this year BUY IT NOW.

WOOD, The Tailor
15 PLEASANT ST. PORTSMOUTH, N. H.

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CHINA, CROCKERY & GLASS WARE
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7 Market Square

PORTSMOUTH

"I SAW IT IN THE LIFE BUOY"

And down he went upon his knees with the basket and the eggs.

We do not know eggs-actly but it was very safe to say

That he prefers eggs scrambled to any other way.

Keep up courage Joe, we can almost see it now. At the present time hair lips aren't very popular with the Boat Shop girls but we don't know the sentiment of the Tin Shop.

Helen says she has learned one check number 6259

DRILLINGS, BORINGS AND TAPPINGS.

At the invitation of Mr. and Mrs. Mark E. Boulter, the supervising force of this shop were very pleasantly entertained at their home on the Fernald Road, Kittery, Saturday, August 31, 1918. Upon arrival dinner was served, the tables being set on the veranda and very prettily decorated, and the menu consisting of everything good in the edible line. A trip around the farm and the enjoyment of games, passed the afternoon hours all too quickly. The return trip was made in the early evening and all present declare that as host and hostess Quartermen and Mrs. Boulter are without peer

OUTSIDE MACHINE SHOP BLDG. NO. 89.

CAMOUFLAGE.

Telephone, Burr-r-r-r.

Foreman answers,

Deep bass voice on other end, "Is Miss — there?"

Foreman, "Yes." "Miss — you are wanted on the phone."

Miss — Hello, yes, no (Alice?) I am going over to Annie's tonight, good-bye. (Alice?)

The directors of the candy fund, Mr. Fred Hayes and Mr. B. F. Ferrin, are to be congratulated on the quickness with which they allowed Dr. Preble of the United States Public Health Service to draw on the fund up to \$600. The money was to be expended in reimbursing four nurses who were engaged to help fight the recent Spanish influenza epidemic.

Mr. Thomas J. Lynch certainly performed a wonderful piece of work when he acted as toast-master at the recent farewell banquet and ball tendered former Commander Schlabach. Mr. Lynch's remarks were not only appropriate, but were well received and applauded. His toast to Commander Schlabach was exceptionally well done.

METAL SPLASHES.

WE WONDER

Why Mike does not leave as early as formerly in order to get a reserved seat on the train.

If Dynamite still plays the game.

If Mr. Gould is well versed on the latest songs, for the last one we heard him sing was "K-K-Katy."

Why the Foundry boys are so popular at the new hotel.

How often Mrs. Carter has birthdays.

If Jack has received his million dollars yet.

If Marion enjoyed her intermission at the recent banquet.

Why Lawless watches the mail messenger so much of late.

If Donnelly had any automobile trouble the night of the Banquet.

Why Charlie is always complaining about the cold weather, taking into consideration the fact that he is surrounded by a bunch of live wires.

Why Dan does not wait until the moon shines for his midnight marauding.

Why the girls in the Office located in the lean-to, wear their heavy coats and hats while working.

TRADE SCHOOL.

The class in shipfitting which meets in the Mold Loft every Tuesday and Friday night at 7:30 is progressing nicely. All who can avail themselves of the opportunity of attending these night lectures should not fail to do so.

Last week a large delegation of newcomers arrived from Vermont. They surely are making good and it is requested that they try and induce their friends to come down.

"Chet" Emery, according to Mr. Brackett, lives in a place where custard pies are made to perfection. Brackett says "A bully pie."

The "Count's" observation of the School upon his return from New York. "To one returning from a leave of a few days the Trade School surely presented a different aspect. The same faces greeted me but somehow things were different. Mr. Emery held his accustomed place near the doorway, his eagle eye seeing everything. Mr. Keene bobbed thru the door so quickly that all I could hear was the dying away of a "Hello." Mr. Stevens appeared as usual in his red sweater; while Robbie wore a smile. The chalk lines appeared heavier than usual. What a vast change there has been, a huge board 6 feet by 3 feet held the numbers so close to one another that when I removed my check from the hook the check next to mine rolled on the floor. This has happened before and such a search that I

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To get acquainted with a live wire store, A store that KNOWS what men want and HAS it. Good, dependable merchandise at right prices, and good service.

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WALK-OVER AND RALSTON SHOES FOR MEN LION BRAND WORK SHOES ARROW RUBBER BOOTS—TRIPLE TREAD RUBBERS

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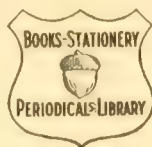
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PARSONS THE HATTER

PORTSMOUTH, N. H. : : PHONE 867-M

"I SAW IT IN THE LIFE BUOY"

was compelled to go thru before I located my rambling check. Talk about signs! First I encountered, "Please do your business thru the window hereafter," then "The following men only are entitled to use this office." Not finding my name on the list, I quietly closed the door.

Two girls sitting at the desk busily engaged in assorting cards was the next point of interest. At the tool room I was introduced to a Mrs. Rounds, who has won the distinction of being called the "Good Housekeeper." Mr. Gilker then appeared in the doorway, looking me over with quick, nervous glances. To close my observation I will say that the most familiar voice of all to greet me was that of Mr. Bracket the square root esquire, who as you all know is our Mathematics professor, saying "Now men we will take up the square root this morning:"

The boys who played on the baseball team are now thinking of starting a basketball team.

SUBMARINE BUILDERS.

Our boys certainly played a fine brand of baseball. We knew that we were going to win the League Championship after the first game was played. When it comes to vim and a spirit of determination, we hope the same will be displayed in our work of constructing subs as was displayed in the baseball league.

It is our understanding that our efficient time-keeper K. Penwell and H. Colliton of the new Submarine ways, Bldg. 115, tried to join the Navy. The reason given for a refusal must be guessed at.

R. Briddle recently asked the young lady in the tool room for some soapstone, for which he presented a job order stub. The next time Ralph came for more soap stone, the young lady pleasantly asked him for a job order number. The question is whether Ralph got the soap stone or not.

If anyone would like a nice little verse or sweet little song for their scrap book, the claim has been advanced that Hartford would be only too glad to write it. Art is surely full of it.

WE WONDER

When R. Fernald will stop asking Sam Gardner about the time he has got coming to him.

If George Williams is learning to knit during the noon hour. Be frank, George, in your answer.

Why Mildred Adams is so willing to run on errands outside the shop.

If some of our fellow employees wouldn't be

willing to send in a few notes for the next issue of the "Life Buoy."

Flora, who is engaged in camouflaging most of the time, surely can throw other things besides paint..

Haddock surely knows what good chocolates are when he sees them. If you don't believe it, ask E. E. P.

It is claimed that things look serious for Mr. Paul noontimes. How about it, Georgie?

Marion either actually buys Stamps, or else she is trying to buy the seller.

LATHE TURNING CHIPS.

The passing of the beach season is sincerely regretted by most of the boys in the shop. Bill, Ralph, Ray, Frank, Brownie and Ned especially. We will now be better enabled to understand the little week end trips to the neighboring cities and the late returns on Monday.

Mr. Morton Seavey reports that on a good clear day he can make out the top masts of his blockade runner from his house top, when she enters the harbor.

The workmen's band made a decided hit at the farewell dinner tendered to Commander Schlach on the evening of Sept. 16th.

All right "Appetite" I'll try to remember next time.

Gay Caswell has got his shot gun ready for any midnight prowler; this notice is intended for the benefit of all Haverhill parties who might be tempted to wake Gay up on their way home.

With this month's issue of the Lifebuoy appears a picture of the men of Building 80. From all accounts the boys have long anticipated this important event and have prepared for it.

Charlie Pierce don't mind the extra money for the toll as long as he arrived whole in Portsmouth. Railroad wrecks have no terrors for him, but to ride with "Slippery" in his go-cart is something to give the bravest of men serious thoughts as to their personal safety.

Norris Wiggin says that driving rivets, making ditty boxes, 'electrical fittings and baking pans is child's play compared to balancing propellers, "Wig" ought to know about it too.

Dan Wardwell says that times have certainly changed since the first appearance of that coal burning chariot at East Boston to the twelve cylinder machine of today.

We understand that Bill Hackney is seriously contemplating the purchase of a farm.

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Hart, Schaffner and Marx Clothes, Stetson Hats,
Manhattan Shirts, Fownes Gloves, Interwoven Stockings
F. W. LYDSTON & CO. Outfitters for Men & Boys
PORTSMOUTH, N. H.

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Cadillac Service Station Used Cars for Sale
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OF THE BETTER QUALITY

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SAVE FUEL

By using Electric Appliances for Cooking
ROCKINGHAM COUNTY LIGHT AND POWER CO.

29 Pleasant Street

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

A TRIBUTE TO OSCAR BY R. E. T.

All is quiet in the shop
 When dear old "Nub" is not on the spot.
 An hour of rest is quite nice I've been told
 But a day without Taylor is better than gold.
 As we glance at the paper when our day is done
 To see what our boys have done to the Hun,
 There comes to our mind a thought o'er and o'er
 The wrestle that Taylor had on the floor.
 Now wrestling's instructive and fighting is good
 If you're not a quitter and fight with hard wood.
 Hermie has the manners of a dandy
 But, Oh can't he swear when someone takes his
 candy.

If "Blueberry" don't put a silencer on that
 car of his the residents of Kennebunk will lynch
 him. He had better take Howard along with him
 in case of trouble. If any trouble should occur
 don't be too hasty about settling it.

M. L. McManus alias "Chuck" the grape merchant of Dover, has extinguished himself by his actions towards one of the fair sex, with whom he endeavored to make a hit; of course living in such a metropolis as the up river city, one cannot know every resident of the place. However, the men of gallery No. 2 declare that "Marty" made a mistake, and if he don't like his name, why not go to court and have it changed.

Carl Bragg's wife says she is sorry that they did not move to Hampton two years ago and Dutch's wife says she wishes that they had.

Allen deRochmont our special tool maker has instructed his wife that if she hears any strange noises in the night to investigate the trouble while he gets his revolver and he will do the rest.

We are grieved to learn that some of our shop-mates pay little heed to the request of the Fuel Administrator in regards to the use of autos Sundays.

Bill has warned "Boody" not to leave anything else at Bennett's for him.

Manning refuses to be seen in the town of Kittery with that Newburyport tank again.

"Snappy" we hear has bought a new set of high speed tools "at-a-boy."

Rosie and her lady friends from No. 79 will miss the Saturday noon rides with our genial Eddie Grant from Bldg No. 80

If anyone on the Yard has a \$300.00 horse to sell Ed. Plumpton stands ready to give \$65.00 cash for it if the halter will be thrown in for good measure.

Ed Plumpton is also thinking of buying a car

But under no conditions would he own or ride in a car like Maguire's. Dick says he'll stack his car against any Simplex or Packard on a run to Nashua.

PAN ROASTINGS.

It is the understanding of the girls in the Shop that Julia Connors has given them the slip, in that she intends to become married. She has the best wishes of all the girls who have been associated with her and who had the pleasure of knowing her.

It certainly was a surprise to see some of the boys coming into the Shop with a draft card in their hands.

The moving of the sawmill from the lower floor of the Sheet Metal Shop has released much needed floor space. Over 60 per cent. of the men who were working on the second floor have been transferred to the first floor.

It is said that Fords can be found almost anywhere—guess it's so—for we have one in the Pan Gang.

Wallace Dickson is said to be enjoying a much longer for vacation.

The forced absence of Miss Kilgore of the Office force, because of illness is regretted and it is hoped that she soon will convalesce to the point that she may be able to resume her duties.

In that the new elevator has not as yet been installed, the unique performance of seeing the Female Operatives pass pans down the stairs has taken place.

BLOCK SHOP.

It is claimed that our leading lady surely has made a marked impression on the minister, so much so that George, our storeman is getting somewhat excited.

The Shop is wondering why Hersey takes walks so frequently around the Band Stand. Own up Hersey. Who is that with you?

Lona stated that she misses her work and hopes she soon will be able to resume her duties.

It is claimed that Helen, our Star Comedienne, attended the farewell Banquet and Ball. By the way, Helen, who was your escort?

It certainly takes our elevator operative to talk back to our plump machinist. What did she say, Guyette?

Hazel, in accordance with an explanation from last month states that she little realized that William was taking up so much of her attention, and hopes that hereafter she will be able not to pass her Spar Shop friends up.

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GET BETTER VALUE FOR THEIR MONEY**

Congress Street
Portsmouth, N. H.

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Tel. 194

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**WE BUY AND SELL FOR CASH FOR SIX LARGE
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Conserve on your tires by having those small cuts and stone bruises repaired in time and put a few more miles in the old shoe. Our VULCANIZING DEPARTMENT is up-to-date. Fine line of new tires.

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CARTER'S OVERALLS for men give the most service. Made from the best quality denims, perfect fit, big and roomy.

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CARTER'S BLOOMERETTS for women. Made of fine quality KHAKI cloth, best for factory workers, protects the clothing, promotes safety.

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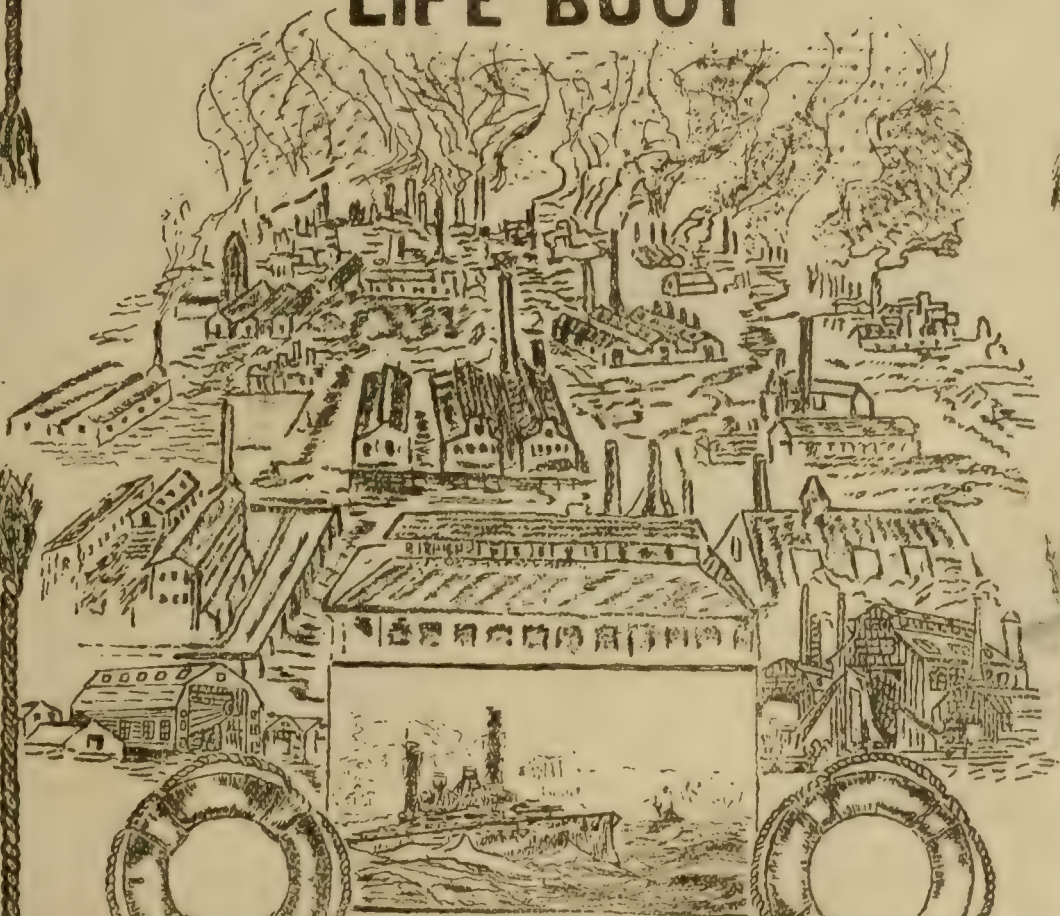
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Start in right now to
enjoy the world's best
music.

With a Victrola you
can hear at will the kind

of music you like best—you can have dance music whenever you want
to dance, you can have the most famous bands entertain you with their
stirring music—you can hear any music you want to hear.

This genuine Victrola will play for you any of the more than 5000
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It is handy for both outdoor and indoor use—Convenient for the
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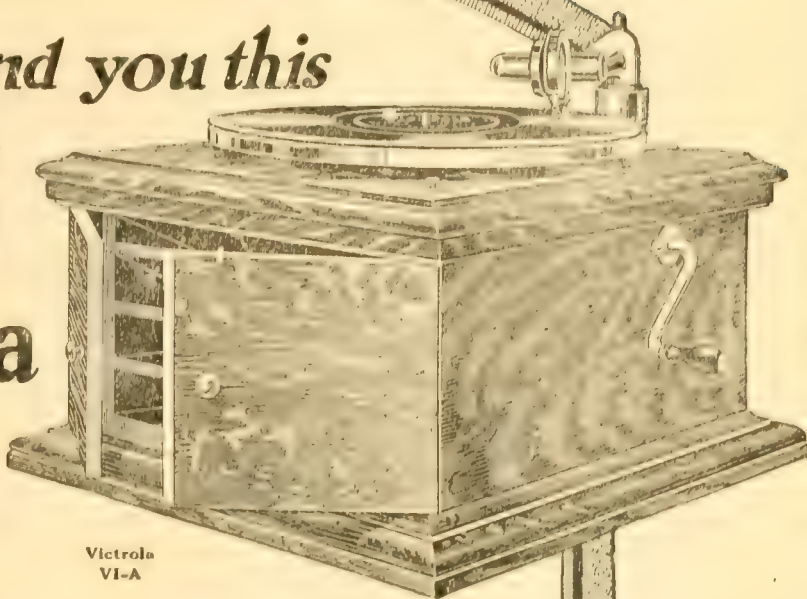
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First National Bank Building

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. I

NOV. & DEC. 1918

NOS. 11 & 12

ADDRESS BY SECRETARY OF THE NAVY

Honorable Josephus Daniels

ON October 31st, 1918 the Yard was pleasantly surprised by a visit and address by the Honorable Josephus Daniels, Secretary of the Navy. The Honorable Secretary spoke from the steps of the Commandant's residence. Over 5,000 employees turned out to hear the Secretary and they were not disappointed by any means for the address was a stirring and appealing one and touched everyone deeply.

The Hon. Josephus Daniels, Secretary of the Navy, was introduced by Commandant C. J. Boush, Rear Admiral, (Ret.) U. S. N.

The address made by the Secretary of the Navy, was as follows:

I could not get to New England without giving myself the pleasure of spending a short time, at least long enough to look into your faces, and to bring to you the greetings and thanks which all America owes to the men at the Portsmouth Yard for the splendid work they have done in making ready the unconquerable Navy of the United States.

[Applause.]

We are giving proper and due honor to our brave sailors on the destroyers and the transports and the ships; we are giving honor to our brave soldiers in France, winning the way to victory and to liberty, but when the hour comes—that glad hour when American arms, allied with the arms of other free nations, has made impossible for the placing of Von Tirpitz or Von Hindenburg or any other Von in power, we will take off our

hats and look to the men in the navy yards who have made possible those ships that are winning us victory.

[Applause.]

I wish to express my own and the Country's appreciation, not only for this real service you have rendered, but that you have put your patriotism and your character and your love of country in your work, so that as the ships have come here and gone out they have borne the impress that you have placed upon them.

You know gentlemen, whatever is the product of our hands is also the product of our character. I remember I heard of a man, he was a weaver in a mill, and the product of his shuttle was so perfect that any man who bought from that mill the product that this man's part of the factory made, ordered more and more, so that this became the staple product and brought reputation to the factory, and so the head of the factory sent for this man,—a quiet, modest man never known outside of his own home and small circle of acquaintances, and said the company wishes to express to you their appreciation and give you some recognition and honor for the splendid work you have done. Why, he said, gentlemen I have been in this factory a long time, I have not been working for you, I have not been working for the money I have received (though I must have it to support my family) but every day when I have gone to my work I have put my religion and my character into my work and I know that they must stand approved on the last day. So

every one of us, no matter what our task and whether it be the young boy learning in this Yard or the newest recruit in the Navy, everything we do we put our character into it, and if we have the right appreciation, splendid work is the result of high character; flimsy work is the result of the lack of this kind of character that has stuff and stamina and will stand the approval of time and eternity.

I rejoiced when I heard from Portsmouth that you gentlemen, and you ladies (there was a time you know girls when the Navy thought it could get along without the girls, nobody but men in the Navy a few years ago, but when war came we found we could not run the Navy without the girls [Applause.] and I give you as one of the reasons why the Navy is the most popular institution in the world is that we have had an injection of the enthusiasm and fine spirit of the women in the Navy and I look to see the day when they will not only be in the Navy but when they will go to the ballot box and be our partners in running this Government.) I say I rejoiced to hear of Portsmouth when the Liberty Loan was being subscribed. We hear about people "Going Over the Top" and the men in France are putting their lives in jeopardy to "Go Over the Top;" your brothers and your neighbors, and you who are forging the instruments of warfare that they must have to win, you went "Over the Top," made sacrifices and put your savings in equipping the Navy and Army to preserve liberty for you and liberty for the world.

I wish to tell you that exhibition showed that you were enlisted in the war, not only with your skill, not only with your services, but with your money and with all you have.

Last April, after the March drive, when the Germans almost reached Paris, the world stood breathless and feared the worst. Lloyd George said,—It is a race between Hindenburg and Wilson. Well, Wilson has won. [Applause.] and he has won because back of Woodrow Wilson, our Commander in Chief, has stood the men on the ships, on the battlefields, in the navy yards, and together we have been mobilized and have highly resolved that we would expend every energy, every ounce of power to the end that Autocracy should be wiped off the face of this earth.

I always love to come to Portsmouth. When I die, if I cannot go to heaven I would like to come to this Yard and look on these beautiful scenes, and I envy you the privilege and opportunity here to be serving your Country, and I thank you for serving it so efficiently and so faithfully, and I go back to Washington with a new touch of pride and inspiration when I look into your faces and see the spirit there and reflect on what you have done and what you are doing.

Some people are asking the question,—if this war is over soon, and I pray God it may be over just as soon as we can destroy Autocracy. [Applause.] They ask whether the Navy will go back to a little small concern and whether the great Naval work will continue? The answer I can make to that question is this: Last week the President of the United States, who is now regarded, not only in America, but wherever free men live, as the greatest man of the world [Applause.] sent to Congress recommendations for a three year building program which will be the biggest building program any nation ever entered upon, and we are going to build it boys, whether the war ends or the war does not end, [Applause.] and to your skill and helpfulness we shall look to carry on this great work until our Navy is so powerful that in a League of Nations we will furnish so many units that none of our children or children's children will ever see a king or emperor or autocrat dare to stir the peace of the world. I thank you.

Thereupon the Secretary was given three rousing cheers.

PORTSMOUTH NAVY YARD GOES OVER THE TOP IN THE FOURTH LIBERTY LOAN

ONCE again the employees of the Portsmouth Navy Yard have loyally responded to the call of the nation and have come through 100 per cent American. The employees of this Yard have marked up another wonderful record in the Fourth Liberty Loan drive smashing all their former splendid patriotic achievements.

This record is the more commendable when consideration is given to the fact that Commander R. P. Schlabbach, U. S. N., until recently our Shop Superintendent was not

R. of D.

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here to direct the drive. It is indeed regretted that we lost his leadership for the Fourth Loan, for during the last three loans the success of the Portsmouth Yard was to a large extent the result of his efforts. Although handicapped at the start, the Liberty Loan Committee of each shop decided it would overcome this handicap by using forced draft from the start of the Liberty Loan campaign which began on Sept. 28, 1918, and continued until its very end at mid-night Oct. 18th, 1918. Chairman of the shop committees met previous to the opening of the campaign and decided upon a quota which the employees of the Industrial Department should raise if they were to meet the mark. The amount decided upon was \$400,000, this really being about sixty per cent. more than would have been the quota of a similar number of employees in any other city or town in the country. The employees instead of subscribing the allotment of \$400,000 not only went over the top but well beyond into the enemy's trenches by raising the large sum of \$624,400. This in itself was an excellent achievement for the average employee subscribed \$119.49, whereas subscription of the officers of the department was \$348.38. It is with great pride that we can record the fact that each and every employee of the entire department subscribed. According to the latest available information the Portsmouth Navy Yard ranked second in the list of the Navy Yards in this country relative to average civilian employee subscription.

Every shop responded nobly and subscribed more money than was allotted to it. The woodworking group finally won out in



the race with the Metal Trades group, the Boat Shop as usual headed the list of the shops in percentage of their allotted subscription.

The final standing for the shops is shown in the excellent photograph of the Liberty Loan Bulletin which was erected on the Green in the center of the Yard and will undoubtedly be of interest to every employee of the Yard. Each person should feel justly proud of the Industrial Department in the Fourth Liberty Loan and of the part they have taken of bringing about these results.

Lieut. R. W. Ferrell, U. S. N., Chairman of the Liberty Loan Committee, who succeeded Commander R. P. Schlabach, U. S. N., worked hard and successfully carried through the campaign. Too much credit cannot be given to his untiring and devotional efforts and he is indeed a worthy successor to Commander R. P. Schlabach.

The employees of the Boat Shop by subscribing on the average of \$1016.14 for the Four Liberty Loans claims the distinction of being the Liberty Loan Champions. Although Mr. C. F. Tucker, chairman of the Boat Shop committee does not have much to say, he is nevertheless anxious to find out if any shop at any other Navy Yard or for that matter at any Industrial Plant can boast of a better record. To date he has been unsuccessful in his attempt to find this out.

The following letter was sent out by Capt. H. L. Wyman, Acting Industrial Manager:

Navy Yard, Portsmouth, N. H.
October 20, 1918

Employees of the Industrial Department

1. Representing the Industrial Manager in his absence, the undersigned desires the privilege of most sincerely congratulating each employee of the Industrial Department on the notable achievement of this Yard in the FOURTH LIBERTY LOAN.

2. Lieutenant Ferrell, Chairman of the Liberty Loan Campaign at this Yard, informs me that against the goal set for the Portsmouth Yard of \$460,000., the final total is \$827,350. Toward this splendid result the men and women of the Industrial Department are responsible for \$621,300., and best of all is the fact that in this sum each and every officer and employee, **without exception**, has a personal share.

3. The NAVY slogan for this loan was: "Fight or Buy Bonds—The Navy does both." This slogan you have each and all taken unto yourselves, to you it means—**WORK** and Buy Bonds—**WE** do both.

4. The Country's Goal for the FOURTH LIBERTY LOAN, double that of the THIRD, has gone "Over the Top." The Industrial Department employees have a real share in this, and the **one hundred per cent. record** of subscriptions is the one in which you may well take pride in. You men and women who have bought bonds in this manner, as the Management knows, are the kind who are right behind our Navy at sea, doing day by day your best in the way of the day's work. It cannot but be a source of gratification and pleasure to each one of us of the Management to serve with employees so loyal.

H. L. WYMAN,

Captain U. S. Navy
Industrial Manager, Acting

THANKSGIVING FOR ONE.

"Good evening," said the Fairy. "We hear you are the happiest man in the world!"

"Who, me?" said the Man. "Come Fairy, you're joking. I work like thunder from morning to night, seldom get a day off, make just enough money to support my family, and that with difficulty. Huh! Guess you've come to the wrong place!"

"Very strange," said the Fairy gravely. "However, it doesn't matter. The Fates have arranged that you shall be the happiest man in the world, so I must fix it up. You shall change places with anyone you want."

"Great." cried the Man. "Come on, and we'll pick him out."

So they went out into the world, and soon they came upon a very rich man riding in his great automobile, all wrapped in costly furs. His was a great name—known all over the world, and the Man recognized him.

"I'll change places with him," cried the Man excitedly. "Fifty millions—whew!—what I won't do with it!"

"As you wish," said the Fairy calmly. "It is only fair to tell you however, that he suffers every day with an incurable ailment, and that he is to die next week."

"Just a minute," said the Man hurriedly. "Let's look a little further."

"There! That's the man," he said finally. They had reached the place of government, and he was

LIBERTY LOAN BULLETIN.

STANDING	GROUP	NO EMPLOYED	NO SUBSCRIBED	PERCENTAGE	ALLOTMENT	NO. OF SUBS.	PERCENTAGE
6	DISBURSING OFFICE	40	40	100	4150	8350	201.2
3	DISPENSARY	14	14	100	2500	7900	316
3	HOSPITAL	122	122	100	6200	12950	205.9
4	MARINES	570	370	68.5	12400	36700	295.9
1	PRISON	90	90	100	4200	20750	494
7	SUPPLY DEPT	301	301	100	23800	32000	134.4
2	SOUTHERY	163	163	100	6750	28750	425.9
INDUSTRIAL DEPT							
1	BOAT SHOP	250	250	100	20200	71750	355.1
12	BOILER SHOP	53	53	100	3500	5350	152.8
4	DRAFTING ROOM '81	29	29	100	3300	5750	174.2
2	DRAFTING ROOM '89	44	44	100	3900	12000	307.6
17	ELECTRICAL MACH. SHOP	750	750	100	51000	70000	137.2
13	ELECTRICAL SHOP	155	155	100	13000	19600	150.7
16	ESTIMATORS	67	67	100	4700	6800	144.6
23	FOUNDRY	232	232	100	19500	22650	116.1
21	JOINERS SHOP	173	173	100	12900	15800	122.4
10	MACHINE SHOP '80	429	429	100	37200	58300	156.7
11	MACHINE SHOP '89	270	270	100	22450	34500	153.6
5	OFFICERS	31	31	100	6300	10800	171.4
7	OFFICE EMPLOYEES	80	80	100	6400	10650	166.4
6	PATTERN SHOP	30	30	100	2800	4700	167.8
8	PAINT SHOP	71	71	100	5750	14350	249.5
16	POWER PLANT	75	75	100	6000	6300	105
14	SAIL LOFT	26	26	100	1850	2750	148.6
20	SHEET METAL SHOP	268	268	100	19450	24050	123.6
9	SHIP FITTERS SHOP	751	751	100	57800	91500	158.3
24	SHIP-WRIGHT SHOP	301	301	100	25050	28550	113.9
22	SMEETING PLANT	32	32	100	2450	2950	120.4
15	SMITH SHOP	116	116	100	9700	14200	146.3
18	STRUCTURAL	344	344	100	27500	36350	132.1
8	TRADE SCHOOL	280	280	100	19400	31000	159.7
19	TRANSPORTATION	65	65	100	4750	6150	129.4
25	RIGGERS & LABORERS	201	201	100	13150	14500	110.2
	TOTAL	5755	5755	100	400,000	621,300	155.3
	PRISONERS					50,000	110.2
	GRAND TOTAL			FINAL		827,350	

YARD
827,350.

pointing to the head of it all—a man young, powerful, who had before him a life of greatness.

"Very well," said the Fairy. "But it is only fair to tell you that he is so great he can have no friends, can trust no one, and is the loneliest man in the whole world."

"Hum," said the Man reflectively. "Perhaps I had better not change places with him. Come, Fairy. Pick out someone for me. Find me a man who is rich, powerful, loved, wise—who is to live long—who is good, and doing a great work in the world. Find me him."

And without a word the Fairy led him to a place where the man was who answered all these qualifications.

"Good!" cried the Man. "I'll change places with him."

"As you will," said the Fairy, looking at him with searching eyes. "But remember this. When you are that man you will no longer have the wife who has stood by you through thick and thin, the children you have brought into the world, and the friends you love."

There was a long silence. "Fairy," said the Man at length, "you were right. Take me back. I am the happiest man in the world—only I didn't know it."

"It is often so," said the Fairy, his grave face lighting into a smile. "My work in the world is doing with millions of men what I have done with you—for they are all the happiest people living, only they don't realize it!"

"Good bye! A happy Thanksgiving!"

And he was gone.

Critique.

OUR STRUCTURAL SHOP FOREMAN.

The qualities that a foreman should possess such as reliability, conscientiousness and fairness are all well exemplified in the case of Mr. Frank Dennett. For, if any one man on the Yard stands out more prominently than any other as a man possessing the above stated qualities, that man would be Mr. Dennett. The minute the word "go" is uttered Mr. Dennett is off and the job underway. It is with little wonder that with such a start Mr. Dennett is able to always give complete satisfaction in the work coming under his jurisdiction. There is probably not a more hard working man on the Yard than he. The record that Mr. Dennett possesses of having been on the Yard fifteen years without losing a muster is one that anyone of us might well be proud of.

Mr. Frank Dennett was born in Buxton, Maine, on the second of November, 1869, where he lived



until he was seventeen years old. In 1886 Mr. Dennett began his apprenticeship with Woodman and Robinson, contractors and builders at Westbrook, Maine, and with which firm he remained four years. In 1890 Mr. Dennett took charge of the Woodworking Department for Foster and Brown, paper machine manufacturers. He remained with this firm some eight years during which time he had charge not only of the pattern and woodworking department but also of machine installation. Mr. Dennett then went into general constructing work and spent three years in Boston and vicinity and three years as foreman for various contractors in Portsmouth and for a while in business for himself.

On the nineteenth of November, 1902, Mr. Dennett received a call to duty at the Yard. He showed such proficiency in his work that after only being on the Yard six months he was appointed Leadingman; he then took his examination for Quartermaster and was appointed foreman of the Structural Shop at the outbreak of the war.

Mr. Dennett is very deeply attached to his family which consists of his wife, daughter and a son whom he is naturally proud of, for his boy is in the Engineer Corps and has been across for over a year. Mr. Dennett states that his hobby is auto-mobiling but that he would rather work than eat, which everyone in the Yard that has the good fortune of being acquainted with Mr. Dennett knows, as the truth.

In order to be fair to the men coming under his jurisdiction relative to ratings, Mr. Dennett has organized a board which meets every six weeks. This board consists of Leadingmen and Quartermen and whenever a man wishes a change of rating it is taken up by the board. In this way Mr. Dennett claims that every man that has ever worked in his shop who has been granted a higher rating, has been given his rating because of his merits.

SAFE CLOTHING.

For Men and Women in Industry.

1. Men and women clothe their bodies to satisfy their needs for protection and to gratify their desires for comfort, style, color and adaptability to season and circumstances, but few working people select their clothing to meet best the requirements of SAFETY. The accident hazards found in many industries demand careful study in selecting the clothing best adapted to the comfort and SAFETY of the worker.

2. The war is forcing many women into industry. The use of steam, electricity and fast-moving machinery must continue. Women's clothing should change, when necessary, and conventions be modified. If skirts, and shirtwaists with loose sleeves are to be worn, and long braids or loose hair remain unrestrained or unprotected, many lives will be sacrificed needlessly. Convention and prudery must give way to the conservation of human lives. Women who do men's work must wear a modification of men's clothing. Convince them that this is necessary by proving that accidents are caused by unsuitable clothing; make it attractive and easy for them to purchase and wear SAFE clothing.

3. The attitude of the human mind toward clothing is largely affected by its appearance to others. If we think we look well to others in the clothing we wear, we feel better and do better work.

WORKING GARMENTS.

4. Men or women operating machines, climb-ladders or doing heavy manual labor, should wear safe work garments combining overalls and jumpers. The garment should be reasonably snug, particularly about the neck, wrists and ankles; there

should be no loose flaps or strings, and pockets should be few and rather small. In occupations requiring the use of a limited number of tools—too few to require a tool-bag—it may be desirable, especially for male workers, to add a special belt into which the tools can be fitted and carried.

5. Sleeves offer a measure of protection from splashed cutting compound, flying chips, and sharp points and edges and should be worn in operations where they do not cause a more serious hazard. If they are worn, the opening at the wrist should be short. If sleeves are not desired, they should be removed at the shoulder, or at the point to which they would be rolled up, for they offer considerable resistance if caught in machinery through mishap. Neckties should be prohibited unless enclosed and held by the outer garments.

6. Employees operating boring machines, drill presses, lathes, etc., where machine parts or materials revolve, should not be allowed to wear neckties while at work.

7. Garments may be made of any material desired. The usual color for men is blue or khaki; women very frequently use khaki, plain black or striped material. The weight of the garments may be varied to avoid wearing during the hot summer months the thick, heavy garment suitable for winter.

8. Safe clothing is comparatively inexpensive, and, to encourage employees to wear them they may be obtained at cost price.

CAPS.

1. Caps are necessary for safety in many operations in which women are engaged, and they are desirable in practically all industrial operations. For women, caps are necessary to bind down the hair to prevent its being caught in the moving parts of machinery or by belts, gears, chains, etc. Neglecting this precaution, through oversight or otherwise, has resulted in many serious accidents.

2. Men with long hair should wear caps for the same reason. For ordinary operations, in which it is unnecessary to protect the head from possible blows or falling objects, a light cap with an elastic band is sufficient to secure the hair in place.

3. When hazards warrant it, heavy helmets are desirable to break the force of a blow or the weight of a falling object. Under other conditions caps with transparent visors are desirable; but inflammable material such as celluloid should not be used. Under still other conditions, skull caps with goggles attached are provided, or a face mask which can be swung up when not required. Employees in shops, factories, and factory yards

should be encouraged to wear caps, even if necessary only from the standpoint of cleanliness.

SHOES.

1. In the absence of industrial accident hazard, special designs of shoes are not required to protect the feet. Low broad heels and stout soles should be used. Industrial operations involving the handling of molten metal, hot liquids or dangerous substances of any kind (such as hot cinders, acids or caustics) require that the "Congress" or other special types of shoes be worn. These shoes, if worn with leggings, will resist heat and prevent hot substances, or acids, from reaching the flesh. Work shoes should have reinforced toes to protect the feet, should heavy articles fall on them. The reinforced toe type of shoe has become standard in steel plants and foundries.

2. The supervisory force in every industry should be reminded to inspect frequently the shoes worn by employees, to make sure that they are of the proper type, kept in good repair and suitable to working conditions. Slipping accidents are likely to occur when shoes with badly runover heels are worn, and a projecting nail is more likely to penetrate a thin "paper thick" sole than a good stout one.

National Council of Safety.

WAR FOR HUMANITY.

"War, in a good cause, is not the greatest evil which a nation can suffer. War is an ugly thing, but not the ugliest of things; the decayed and degraded state of moral and patriotic feeling which thinks nothing worth a war is worse. When a people are used as mere human instruments for firing cannon or thrusting bayonets, in the service for the selfish purposes of a master, such a war degrades a people. A war to protect other human beings against tyrannical injustice; a war to give victory to their own ideas of right and good, and which is their own war, carried on for an honest purpose by their free choice, is often the means of their regeneration. A man who has nothing which he is willing to fight for, nothing which he cares more about than he does about his personal safety, is a miserable creature who has no chance of being free, unless made and kept so by the exertions of better men than himself. As long as justice and injustice have not terminated their ever-renewing fight for ascendancy in the affairs of mankind, human beings must be willing, when need is, to do battle for the one against the other." John Stuart Mill

"This was written a half century and more ago, but it might have been written yesterday, it

applies so well to today's conditions. The truth is the same yesterday, today, and tomorrow."

"No hour goes by but our hearts are haunted by the scenes of long lines of emaciated women and children who today and for three years have gathered in Belgium for their daily bread from America. That pittance—their all—represents scarcely the wastes from American tables. This winter these lines have, for the first time during the war, gathered in the poorer sections of England, France and Italy. Not only should this pull at our hearts, but beyond this, it is a menace to our very safety. In the presence of a common enemy we sit at a common table."—Herbert Hoover.

NEW EMPLOYEES WELCOME.

When you go into a country or a strange place you are grateful to the man who extends to you the hand of fellowship, to the one who makes you feel at home.

Remember the new employees on the job. They are strangers within our gates. Especially at this time when we are increasing our force are we afforded an opportunity of showing new employees that we are interested in them and that we are anxious for them to be satisfied. A little effort on your part can make the newcomers feel at home and will show them the feeling of co-operation you have helped to build up. You can do more in five minutes to establish the right spirit while their impressions are forming than you can in many days after they had formed their opinions of you and our company.

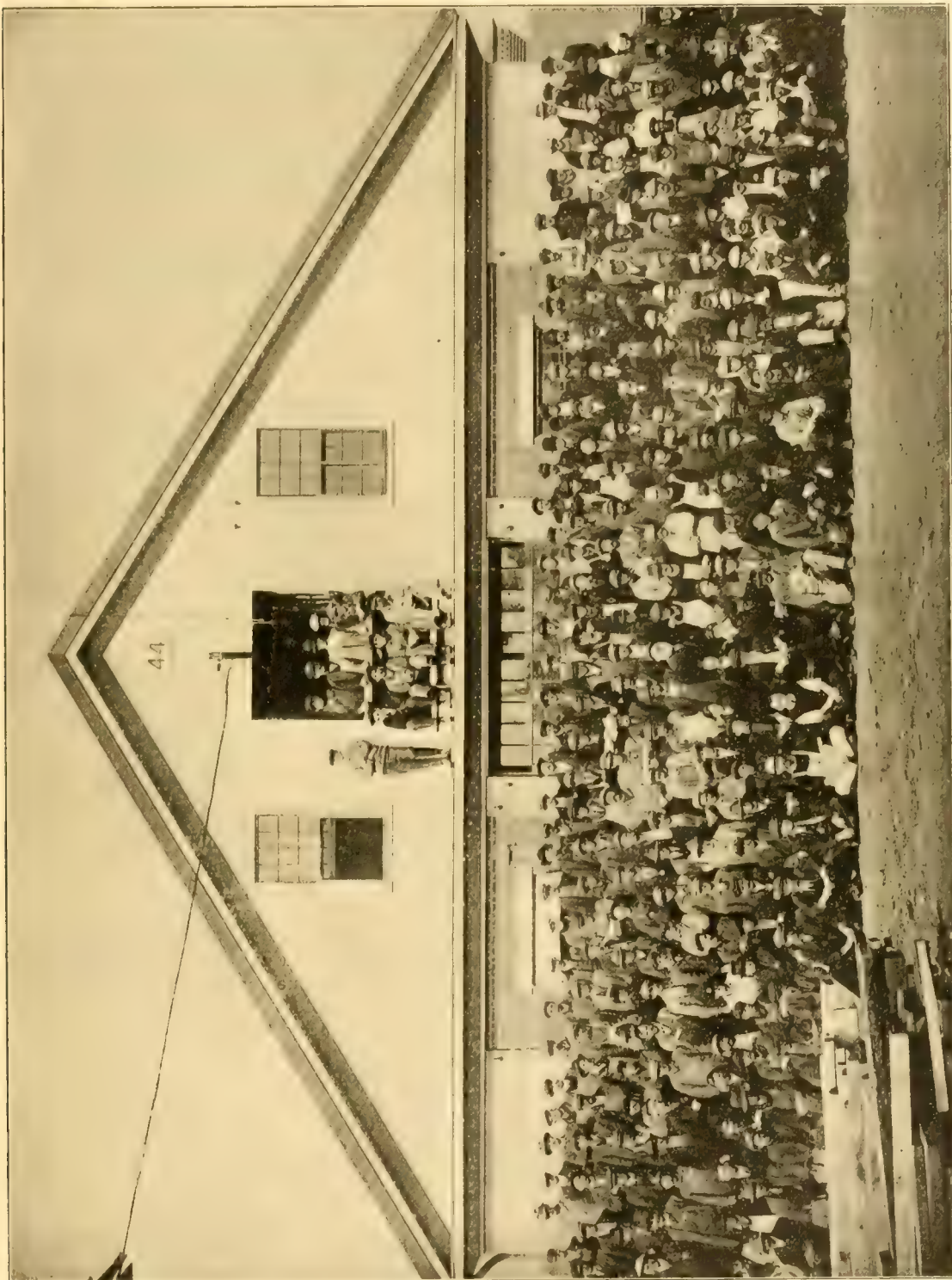
It is the privilege of every American at this time to make the strangers from other lands feel that we appreciate their help in winning this war.

Treat them with the same courtesy and kindness that you would desire if YOU were a stranger in a foreign country.

STRUCTURAL SHOP.

In this issue of the Life Buoy appears the group photograph of the employees working in the Structural Shop. The co-operation which the employees of this shop showed in the readiness and promptness with which they did their part was especially appreciated.

The foreman of the Structural Shop is Mr. Frank Dennett. The Quartermen are Mr. Ralph F. Ham and Mr. Charles E. Brooks. The Leadingmen Joiners are Messrs. Clarence G. Grant, A. D. Spinney, W. R. Weston, E. N. McNabb. The Leadingmen Carpenters are Messrs. George A. Sebra, A. F. Barr, and Elwin H. Reed. The Leadingman Mason is Mr. Ernest J. Moulton and Mr. E. A. Williams is Acting Leadingman.



MIXED MINSTREL SHOW

The first rehearsal of the employees of this Yard who are trying out for the parts in the mixed Minstrel Show, the performances of which are to be given in the Portsmouth theatre on the evenings of December 11 and 12, was held on Friday evening, October 25, when a large number of employees participated.

At this meeting it was decided to hold the rehearsals on Monday and Thursday evenings beginning at 8 o'clock promptly. The place of meeting for the rehearsals will be at the Loyal Order of Moose hall, High street, Portsmouth, N. H.

Plans have not only been formulated but sufficiently promulgated to the end that the Show is beginning to round out. The cast are all working conscientiously and faithfully and there is no question but that the performances will be delightful and worth going a long distance to see.

As is undoubtedly understood by all employees of the Portsmouth Navy Yard the proceeds realized from the two performances will be given as a Christmas gift from the employees of the Portsmouth Navy Yard to the Red Cross.

At a recent meeting of the executive committee it was decided to draw the line of demarcation to the end that no free tickets of any kind will be distributed, in that the Red Cross is to be given the benefits of the money realized. The matter of selling tickets will be taken up shortly and it is hoped that each and every employee will respond by buying tickets in the same proportion that they have responded on other great work.

Mr. Henry J. Quinn the professional director and producer is a man of magnetic personality and one whose inspiration is carrying the rehearsals along in a fine manner. The cooperation given by the cast is one worthy of mention.

In that the employees who are taking part in the show are giving their time and talents free of charge, it is little enough to expect that the employees of this Yard should perform a double duty, that of first standing solidly in back of their fellow employees and secondly of supporting the Red Cross whose noble work is alleviating the sufferings of the boys "Over There."

FRIENDSHIP.

What is the meaning of friendship,

In it's truest sense and worth?

It's the loving smile and kindly aid

When we need it here on earth.

It is not the friendship only,
That glows in the summer's rays,
But the friendship that abideth
Through the winter's chilling days.

We will find our friends are many,
When our skies are bright and clear;
But when the storm-clouds thickly gather,
Few remain to lift and cheer.

But the true friends will not fail us,
Though the world should scorn and shun,
They will stand by, from the dawning
Till the setting of life's sun.

Without the bright smile of friendship,
The years would wearily roll;
And darkened would be our pathway,
Fears and doubts oppress our soul.

"Love one another," you remember
Was Christ's commandment new.
"Do unto others as you would
That they should do unto you."

The cup our neighbor drinks to-day,
E'en to the dregs of sorrow,
May come to us as it did to him
It may be our turn to-morrow.

We are not staying in this world,
We are only passing through;
Let us banish all anger and strife,
Just be loyal, good and true.

"Judge not that ye be not judged,"
Is a wisely ordered plan,
And never hase your friendship
On the outward garb of man.

Ofttimes the old and threadbare coats
May wrap true hearts of steel:
Just as the old and weather-worn husks
May the perfect grain conceal.

Sometimes the love for our native land
Might change to another clime;
But this great truth doth still apply,
A true friend loves all the time.

"How fondly doth memory cherish
In the depths of her gilded urn,
The dust of the friendships departed,
And the joys that can never return."

The "Damon and Pythian" friendship,
Those worthy knights of old,
And that of "David and Jonathan",
Do not need to be retold.

Mother's friendship changes never,
Regardless of what we do,
And the friendship of our fathers
Is ever staunch and true.

Our boys are proving their friendship,
These nephews of "Uncle Sam,"
They enlisted for the purpose
Of helping their fellow man.

With the Allies they are fighting,
In the Old World not the New,
But they're fighting for their country
They are fighting for me and you.

Can you hear the martial music,
As it rolls from wave to wave?
Is there a friendship stronger than,
"His life for another he gave?"

Oh! The welcome that awaits them
When their mission is fulfilled!
Flags will wave, and our hearts rejoice,
When "Autocracy" is killed.

Then the principles of the U. S. A.
Will be known throughout the world,
And o'er all the countries there should be
A "Friendship Flag" unfurled.
LIDA HELEN WATERHOUSE
Navy Yard Employee.

WHERE DO YOU TRADE?

Concerns who advertise in the "Life Buoy" should receive the support of all "Life Buoy" readers for, they pay good money for the privilege of seeking your business and they ask for your trade. When you have made up your mind relative to what you wish to purchase, look in the "Life Buoy" and see if you cannot get it of one of the advertisers. When you make your purchase, it is recommended that you mention that you saw the advertisement in the "Life Buoy." This will please the advertiser in that he will realize that employees of this Yard do not not only read the news but likewise the advertisements. Our motto should be, "Do something for the advertiser, for he in turn is doing something for us in keeping the paper going."



GASSED. NO!

If peach stones and pits of prunes, plums, olives etc., are saved, our American soldiers will probably escape death from the deadly gas attacks that are so frequently launched by the Germans.

The pits should be saved and deposited in the centralized collection station which has been erected in front of the Sheet Metal Shop, bldg. 74. This collection station as above shown is suitably labeled and camouflaged so as to call everyone's attention to it. It is requested that the barrel which is located in the station be kept filled. Very little effort on any employee's part is required in getting the fruit pits from the home to the collection station. Forgetfulness in bringing in the fruit pits is something that no one of us should be guilty of.

When the gas alarm sounds those boys who have gas masks can readily adjust them and save themselves. However, unless the boys are provided with a gas mask respirator properly filled with carbon, they do not have this chance.

Carbon obtained from fruit pits is an essential element for the carbon helps to neutralize the fatal

poison gases. More and more fruit pits are needed to save the lives of our American boys. With such a notice, anyone throwing away fruit pits is fundamentally guilty of not only committing a so-called misdemeanor but is acting the part of an ally of the Germans.

WORLD'S RECORD.

The world's record for Female Operatives in driving rivets is claimed by Miss Annie Toby of Eliot, Maine, who is employed in the Electrical Machine Shop, Building 79.

On October 11th. 1918, Miss Toby drove 264 1-2 in. x 3-16 in. cold copper rivets in two hours.

Miss Annie Toby not only claims the world's championship but is willing to compete against any other Female Operative in this country or abroad.

More power to Miss Toby.

FRED W. PIERCE.

The many friends of Mr. Fred W. Pierce, who was a molder by trade and worked in the Foundry, will be surprised to hear of his decease. Mr. Pierce died of pneumonia during the past month.

The following poem is dedicated to the memory of Fred W. Pierce.

FRIENDS.

Friend after friend departs;
For who hath not lost a friend?
There is no union here of hearts,
That finds not here an end;
Were this frail world our only rest,
Those departed would be greatly missed.

Beyond the flight of time;
Beyond this vale of life,
There surely is some blessed clime
Where life is not a breath,
Where friends shall meet again,
And life shall have no end.

There is a world above;
Where parting is unknown.
A whole eternity of love,
Before our Maker's Throne.
And faith beholds our loved ones here,
Departed to that happier sphere.

For what are all the joys of earth:
Compared with joys up there,
Many a friend we used to greet,
Here on earth no more we meet,
But where saints and angels reign,
There we'll meet our friends again.

WILLIAM S. HUGHES,

Outside Machine Shop.

"GOD BLESS OUR DAD."

We happened in a home the other night and over the parlor door saw the legend worked in letters of red: "What is Home without a Mother?" Across the room was another brief, "God Bless Our Home."

Now what's the matter with "God Bless Our Dad?" He gets up early, lights the fire, boils an egg, and while many another is sleeping, wipes off the dew of the dawn with his boots. He makes the weekly handout for the butcher, the grocer, the milkman and baker, and his pile is badly worn before he has been home an hour.

If there is a noise in the night, dad is kicked in the back and made to go down stairs to find the burglar and kill him. Mother darns the socks, but dad bought the socks in the first place and the needles and the yarn afterward. Mother does up the fruit; well, dad bought it all, and jars and sugar cost like mischief.

Dad buys the chicken for the Sunday dinner, carves it himself and draws the neck from the ruins after everyone else is served. "What is Home without a Mother?" Yes, that is all right; but what is home without a father? Ten chances to one it's a boarding house, father is under a slab and the landlady is a widow. Dad, here's to you—you've got your faults—you may have a lot of 'em—but you are all right, and we will miss you when you are gone.—Sparks

WORLD'S LIBERTY BOND SUBSCRIPTION RECORD.

The Boat Shop has undoubtedly achieved the distinction of holding the world's record in Liberty bond subscriptions. On the first issue \$25,550 was subscribed by 160 men. On the second issue \$54,450 was subscribed by the same number. In the third issue 180 men subscribed \$41,950. The crowning climax however, came in the fourth issue when the enormous sum of \$71,750 was subscribed by 258 men. The average subscription per man for the four issues is \$1025. This is all the more commendable when it is understood that only two larger subscriptions than \$500 were received in these issues, one of \$3000 being subscribed in the second and one of \$4000 in the fourth issue.

It is needless to say that each and every man in the Boat Shop subscribed to each and every issue and too much credit cannot be given to each and every employee of this Shop. The untiring efforts of Mr. Charles Tucker, Shop Captain, also helped materially in gaining this world's distinction.



TEETH.

The teeth are very important to the general health. Nature gave the teeth for chewing food and thus preparing it for digestion in the stomach.

The saliva or spit which comes in the mouth when chewing is going on, moistens the food and partly digests some parts of it, even before it gets to the stomach.

The teeth must be kept clean; first, in order to save them; second, to prevent them from becoming breeding places for germs. Teeth decay because the food is allowed to stay between them. Food between the teeth becomes changed and makes an acid which eats into the teeth, then the germs which are always present in the mouth go into the hole the acid has eaten in the tooth and cause the decaying.

This may go on until the whole tooth is destroyed, or it may go even further and pass into the jaw, causing poisoning of the bone. This is a serious condition.

Decayed teeth are bad to have:

- 1st—Because they cause toothache.
- 2nd—Because they become useless for chewing.
- 3rd—Because they may cause poisoning of the jaw bone.

4th—Because they catch food and germs and these get mixed with the saliva and are swallowed. This may cause stomach sickness.

The best way to keep from having bad teeth is:

- 1st—Clean them at night with a brush and tooth powder.

(a) Brush up and down, not across the teeth.

(b) Do not brush hard.

(c) Brush to remove the food which has collected during the day, not just to clean.

2nd—Rinse the mouth after cleaning the teeth with a teaspoonful of cooking soda in a glass of water.

3rd—Go to a dentist once a year and let him fill all holes in the teeth.

If you have bad teeth, go to the dentist at once and have them fixed up, then follow above directions.

AN INSPIRING MESSAGE FROM DR. JOHN R. MOTT.

Dr. Mott, who is General Secretary, International Committee of the Y. M. C. A. has visited all the armies on both sides of the European conflict, spending many months in Germany and Austria, among allied prisoners before the United States entered the war. He knows the morale of every army, has made a study of the psychology of troops.

"It is not a matter of pride or prejudice, I am sure," says Dr. Mott, "but there never has been as clean an army, one so efficient in morale and one from which springs so spontaneously the conquering spirit, as the U. S. Army. I say this deliberately because I have studied the physical facts and observed the spirit of our troops in France, their physical, mental and moral efficiency.

"There must be causes for this. Our Government has had no uncertain policy in this respect. Morale is admittedly the chief factor in warfare, but we do not always give sufficient study to what produces it. Our Government, however, has favored both obligatory and voluntary measures to uphold the morale of American soldiers and sailors."

NAVY YARD ORCHESTRA

A Navy Yard orchestra has been formed and will play the musical numbers in the mixed Minstrel show, the performances of which will be held in the Portsmouth theatre on the evenings of December 11 and 12. The manager of the orchestra, who likewise plays the cornet, in the orchestra, is Mr. S. B. Gage. The following persons are candidates for positions in the orchestra:

Messrs. E. Moulton, cornet; H. Hodgdon, trombone; R. Howarth, clarinet; E. J. Rivals, violin; Downing, violin; Scammon, traps; Carter, traps; Bailey, clarinet; Burrige, violin; Kittredge, flute; Schoef, violin; Miss Dorothy Cotton, piano.

There are many others who have signified their intentions of trying out for the orchestra.

The rehearsals of the orchestra will be held on the same evenings that the rehearsals for the minstrel show are held. These rehearsals will be held on Monday and Thursday evenings, beginning at 8 o'clock promptly at the Loyal Order of Moose hall, High street, Portsmouth, N. H.

THE NEW EMPLOYEE.

Do you remember the time when you were a New Employee? Perhaps it was not so long ago, or possibly it was many years ago, but every workman here was a New Employee at some time. Didn't everything seem strange to you at that time—the plant, the machinery, the men? Perhaps there was one man in the department who greeted you with a smile and who occasionally gave you a pointer on how to do your work more easily. At noon this same man took you to our Lunch Room and showed you around. And at night he showed you the best way to get to the street.

You learned to like this man and looked to him for any information you needed about your work. And if he told you the safe way to do a dangerous job you paid as much attention to it as if a safety inspector had told you about it.

In these days when we have a large number of New Employes coming into the plant, every old employe has a great opportunity and duty to perform toward these men. Treat them as you would like to be treated if you were in their place (The Golden Rule). Show them where they can "think Safety First" and avoid getting hurt and set a good example by being careful yourself.

It has been said that a New Employe is as dangerous as an unguarded machine, for he is likely through lack of knowledge of his new surroundings, to injure others as well as himself. This is true until the new man has been made to realize the safety helps connected with his occupation. The sooner you help him realize this, the sooner will he and you be safe from accidents.

Give the New Employe the Glad Hand!

EDITORIALS.

It is our actual work which determines our value. (George Bancroft)

There is no such thing as a "50-50" American. (Theodore Roosevelt)

I know what pleasure is for I have done good work. (Robert Louis Stevenson)

Our duty is to stand together night and day until the job is finished. (Pres. Wilson)

"With firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in." (A. Lincoln)

To take a day off is easy, to put it back is impossible. (The Houghton Line)

Our flag never has and never will be hauled down except at sunset. (Rear Admiral McGowan)

Genius is only the power of making continuous efforts.

"Only engage and then the mind grows heated: Begin it, and the work will be completed."

(Carlyle)

It is want of diligence rather than want of means that causes great failure. (Alfred Mercier)

The quickest way to win the war is to put into the struggle every ounce of our will, intelligence and power.

(David Houston, Secretary of Agriculture)

Get the victory punch into your work.

The most unnecessary luxury accorded to spies in this country is the last "n" in intern.

(Theodore Roosevelt)

Co-operate and assist—not criticise and find fault. (Fra. Elbertus)

Every hour of lost time is a chance of future misfortune. (Napoleon I)

The Kaiser may get the American's goat, but if he does it will be the "butter end."

That which is worth doing is worth doing well. (Buffalo Express)

Every effort we make, every sacrifice we make, automatically shortens the war.

Get your happiness out of your work or you will never know what real happiness is.

Energy and persistence conquer all things.

(Franklin)

"The man in the trenches is all-important. He is making great sacrifices and taking great risks. We are proud of him. But the man in the shop has also become an important factor in carrying on modern warfare, and our industrial problems have become more intense by virtue of the fact that the man in the shop and the man in the field are both vitally essential to the successful conduct of our campaign."

Secretary of Labor Wilson.

THE FRIENDLY HAND

When a man ain't got a cent,
An' he's feelin' kind o' blue,
An' the clouds hang dark and heavy,
An' won't let the sunshine through,
It's a great thing, O my brethren,
For a feller just to lay
His hand upon your shoulder
In a friendly sort o' way.

It makes a man feel curious;
It makes the teardrops start;
An' you sort o' feel a flutter
In the region of the heart;
You can look up an' meet his eyes,
You don't know what to say,
When his hand is on your shoulder
In a friendly sort o' way.

Oh, the world's a curious compound,
With its honey and its gall,
With its cares an' bitter crosses—
But a good world after all;
An' a good God must have made it—
Leastways, that is what I say,
When a hand rests on your shoulder
In a friendly sort o' way.

—James Whitcomb Riley.

ANONYMOUS LETTER REGARDING OUTSIDE MACHINE SHOP AND ELECTRICAL MACHINE SHOP

1. An anonymous letter has been received by the Manager making an attack upon the bosses and the men of the outside machine shop and also attacking the conduct of some of the bosses and the women of the electrical machine shop. If the writer of this letter will appear before the management and submit further details or proof of his charges, the matter will be given the fullest possible investigation, as conditions such as he alleges exist at this yard will not be tolerated.

2. On the other hand, anonymous letters, where the man for one reason or another will not make his identity known, are looked upon with the greatest suspicion and manifestly cannot be taken seriously. It is found that such letters are very often the result of personal animosity and it is believed that in most cases the anonymous charges are without any real foundation.

3. The management stands ready at all times to receive fair and reasonable complaints and grievances and also to receive all constructive suggestions and criticism to improve the efficiency of the yard. If any employee has any honest complaint or criticism to make, he need not hesitate to present it in person or over his own signature and the Management will see that no man is discriminated against on account of any such action. It is hoped that all those in authority are broad enough to desire constructive criticism and also honest charges of misconduct or inefficiency that may come to the attention of any employee.

4. It is the desire of the Management to administer the yard with fairness and justice to all. An attack in the dark is a cowardly attack and cannot be given consideration and anonymous charges will remain unbelieved unless the person making such charges will come forward and submit proof of them. No employee need fear to do this if his charges are honest ones. In fact the Management wants to encourage all such honest charges and constructive criticism but cannot seriously consider anonymous communications.

NEW YEAR PROSPECTS

Now that hostilities have ceased and that emergency war work has been reduced, the question naturally arises as to what the future prospects of the Yard are. Briefly, the answer to this is—it depends on us and our ability to make good. There is plenty of work in sight, and we shall undoubtedly get our share of it if we "deliver the goods." The competition under peace conditions will, no doubt, be keener, but if we all get together and prove that we are at least as good, or better, than the other fellow, our future prospects are believed to be particularly bright.

It was only a few years ago when the present Industrial Manager first came to duty at this Yard that the normal force of employees was only about eight or nine hundred. Through our own efforts and by making good on our job, more and more work was assigned here until, at the outbreak of hostilities, the Yard had a force of nearly two thousand employees. The demands of the war emergency brought this up to a maximum during the war of nearly five thousand seven hundred, and we would have employed considerably more than this had we been able to obtain them. The cessation of hostilities very naturally brought about a reduction in emergency war work, and today the civilian employees number between four thousand eight hundred to four thousand nine hundred. This is believed to be a reasonably normal working force under existing conditions, but this is almost wholly dependent upon ourselves and our ability to "deliver the goods" in competition with others. There seems no reason why we should ever drop appreciably below this figure. On the contrary, it is believed that we should increase it in the future. While the working force is now pretty well balanced, we still need more laborers and general helpers, and also something like one hundred more skilled machinists, who will be taken on as soon as they apply for work.

The increase in the Navy as a whole during the war and the latest large building program can only mean the assignment of additional ships to the Yards that can satisfactorily and quickly turn out the work. Portsmouth should certainly come in for its share of these ships, but we want our main work to be that of building new vessels and also the making of various manufactured articles and small boats which, it is understood, is the policy of the Administration toward this Yard. Also, during the war a very considerable sum of money has been expended on improvements and additions to the Yard. We have now six sets of modern building ways with overhead cranes. These are at present fully occupied with our large order of submarine construction. If we continue to make good in this work in competition with others, and show that our aim is toward constantly increasing efficiency, it is not believed that these building ways will be allowed to become idle. On the contrary, under the contemplated large building program they will undoubtedly be kept filled by one class of vessel or another. We prefer submarines, as we have specialized in that work; but, if submarines are not available, we shall go after other classes of vessels. New construction of this kind tends to provide a more constant and less fluctuating working force.

There has recently been appropriated by Congress money for a large addition to the Machine Shop. Also, money to extend the Foundry to take in the present Spar Shop and to make a new Spar Shop out of Building No. 42 with a large addition to it. Also money for extensive improvements and additions to the power plant. Heretofore, we have constructed only the hulls of submarines and have installed the main and auxiliary machinery which has been purchased elsewhere. While the additions to the Machine Shop and Foundry are needed for our normal work, it is believed that after these additions are completed there is no reason why we should not take up the construction of the main machinery for submarines and other vessels. This will, of course, mean a larger working force than at present.

While our manufactures have been reduced in volume, they will, undoubtedly, continue to be a large factor even under normal conditions. We have specialized in this work, particularly in the manufacture of electrical fittings on a large scale for all the Yards of the Country. There seems no reason why our manufactures should not continue so long as we can beat private firms in this work. Originally we obtained our manufacturing orders on that basis, and there seems no reason why we should not continue to do so and even enlarge on this class of work.

The question has also been brought up as to what the prospects are for the continuation of the employment of women on the Navy Yard. The Manager believes that women have come to stay for certain classes of work, and that hereafter we shall always have a considerable number of them, both in the offices and in the shops, where they have fully proved their worth. Their employment has been on comparatively light work requiring no trade knowledge and for which women are peculiarly fitted and which is not suited to men. It is emphatically not the policy to employ women to take the place of men on real men's work. On the other hand in work for which they are specially suited they will find ample opportunity for personal improvement and advancement.

In making the recent reduction in the force, every effort was made to make the discharges in strict justice and with the least hardship to all concerned. Manifestly, we could not keep on anyone who did not know his job or efficiently perform his work but, other things being reasonably equal, preference was given to men having families or dependents to support or owning homes or under burdensome financial obligations. The same general rule was applied in the discharges of women.

In conclusion, the Manager wishes to invite the continued cooperation and good feeling on the part of all employees and the mutual confidence all of which are so necessary to contentment and efficiency. He asks that each do his best to promote the efficiency of the Yard which, in turn, reflects to the credit and prosperity of all concerned and the whole local community. We may think we have done well, but there is nothing under the sun that cannot be improved, and our aim and spirit should lead us to continual progress. The Manager wishes to thank the Yard force for its cooperation and its work in the past, and to wish to each and every member of it a Prosperous and Happy New Year.

L. S. ADAMS

Captain, Construction Corps, U. S. N.,
Industrial Manager.

TEAM-WORK.

It ain't the gun nor armament,
Nor funds that they can pay,
But the close co-operation
That makes them win the day.

It ain't the individuals,
Nor the army as a whole,
But the everlasting team-work
Of every bloomin' soul.

—Kipling

WHAT THE NAVY YARD HAS BEEN DOING DURING THE WAR.

During the war the activities of the Navy Yard have necessarily been kept more or less secret so that the community as a whole has had no adequate opportunity of learning of the work the Yard has been doing. This has no doubt led to some erroneous conclusions based on lack of knowledge or on inaccurate or irresponsible information which in turn has resulted in some cases of ill-advised criticism with evidently no knowledge of the facts.

Now that the armistice has been signed and hostilities have practically ceased, there seems no longer any need for such secrecy, and it is believed that it will be of general interest to give a brief account of some of the main work and activities of our Navy Yard, in order that the uninformed may know something of our efforts and achievements and so that the local community may rightly have a feeling of pride in its Navy Yard. Even so, it is not yet possible to tell all. Some things must still remain untold.

On our entrance into the war and during its progress a tremendous volume of work was thrown on all Navy Yards, and the demands in all cases far exceeded the combined capacity. The maximum possible output was required, and even that was far from enough. The impossible was demanded in the face of many obstacles that seemed insurmountable. Every job seemed an urgent one and more urgent than all the others. Briefly, that is what we were up against. Maximum effort and energy were required of each one of us. How the Yard has met the demands upon it can be best judged after the facts are given. Individual instances of constant and consistent, hard and patriotic work are too great in number to be mentioned in an article of this kind. These are, however, generally known and appreciated by the Management. While in any large body of men there are ordinarily found some slackers and some that do not measure up to the standard or grasp the seriousness of the situation, and while we have not been entirely free from such an element, this element at this Navy Yard was exceedingly small, and the vast body of the employees, men and women, may take a just pride in what they have accomplished. Each person's own conscience should tell him whether or not he has done his full duty by his country at war.

At the beginning of the war the Yard was faced with a great shortage of help in practically all trades and lines of work. At that time we had slightly under 2000 employees, and additional men, both skilled and unskilled, were exceedingly difficult to obtain, in view of the general shortage throughout the entire country to meet the extraordinary demands of the war. Just before the signing of the armistice we had very nearly 5700 employees. This increase was made only with the greatest difficulty. We started in by organizing a Trade School on a comparatively large scale, and as far as practicable, we took all unskilled men from the various shops in the Yard and also as many men as we could obtain outside and placed them in the Trade School under instruction. The lighter classes of unskilled work were given to women, and the Yard finally reached a force of slightly more than 1000 women on this work. The women as a whole have fully met the demands made upon them and may take pride in the part they have played in the winning of the war, both in the offices and in the shops. Through our Trade School we have educated a great many green men and boys and have taught them useful trades so that they could be of real service to the country. The work of the Trade School including the instructors can not be spoken of too highly. These were the men that we had to depend on for practically all the extensive structural repairs and alterations on vessels. Our very few really skilled shipfitters and other structural workers had to be reserved for the more skilled work of submarine construction—that is, the few we had left after private yards had induced as many to leave us as they could get by offering considerably higher compensation than we were permitted to give.

Even at the end the Yard did not have anything like the number of employees that were required for the demands upon it. We could have taken on at least 1000 more if we could have obtained them, and we met many obstacles and got into several kinds of trouble and received much unjust criticism in our efforts to obtain them.

On the outbreak of the war the Yard was naturally flooded with a number of additional vessels including many large ones. These vessels had come from the Pacific Coast and elsewhere. This added greatly to the general repair and alteration work on ships and threw an additional burden on the Yard and its inadequate working force. In many cases three shifts were demanded in order to get the vessels out in the shortest possible time and three full shifts require three times the normal force for the work. This of course hampered

other work, particularly submarine construction which called for the same class of skilled men. During the nineteen months of hostilities the Yard has made more or less extensive repairs and alterations on something like 122 vessels of various kinds, not including the small Yard craft. War alterations in many cases called for work of considerable magnitude.

Just previous to our entering the war the Yard had received very extensive orders for submarine construction, and this has been our biggest job. Since the declaration of hostilities Submarine L-8 has been completed at a cost considerably below her contract price and placed in service nearly a year ago. The O-1 was launched in July 1918 and completed and left the Yard in December which was one month ahead of her contract time. Submarine S-3 was launched December 21, 1918 and is now practically completed and will go into commission shortly after the middle of the present month. All the details of the design of this vessel have been developed and all the working plans have been prepared by the force of this Navy Yard. When this large amount of submarine construction was ordered at this Yard, the Industrial Manager gave as an estimate to the Secretary of the Navy that eighteen months would be required for the completion of the first boat ready for trials and commissioning, this time to count from the arrival of the structural material. The structural material began to arrive in June 1917 and by September 1917 about ninety eight per cent. of it had been received. Assuming that there was enough on hand in July or early August to begin work in earnest, it will be seen that we have fulfilled our original estimate to the Secretary of the Navy for the completion of this boat, even though the estimate had been made on the basis of an adequate working force under peace conditions. Furthermore, this time for construction is remarkably short in comparison with what has been done in the past by private builders in spite of the fact that this was a considerably larger submarine than those heretofore completed and that it was an entirely new design, containing many features different from our other submarines. The construction of a submarine that is a duplicate of another is one thing. The developing of a new and complicated design and the building of such a vessel in a short time is an entirely different matter which furthermore can not in any way be compared to simple merchant ship construction. The difference between it and a simple merchant ship is analagous to that between a delicate and expensive watch and an ordinary clock. This work has been accomplished over

many obstacles too numerous to relate in this article. It is sufficient to say that under adverse conditions the Yard has fulfilled its promise to the month and made good on this difficult job. The ten other submarines of this same class are now well along and in various degrees of completion.

Along with increases in other work there came a demand for greatly increased production of manufactured articles which the Yard has met, as follows. Our Electrical Machine Shop was established some years ago and has been making a great many different kinds of electrical fittings for all the Yards of the country. In 1916 the average output amounted in value to \$5700 per month with an average of 128 employees on the work. During 1917 the average monthly output had increased six times to \$34,250 per month with only about twice the number of employees, the actual average being 258. As the invoiced prices of the articles turned out from this shop had been left practically unchanged, the total values afford therefore direct comparisons in output. In 1918 the prices on many articles were reduced in spite of large increases in wages and rising costs of raw materials. By computing the 1918 output on the 1916 prices we find that during the first nine months of 1918 the output averaged 15.7 times the average for 1916 and with only 4.3 times the average number of employees on the work. For July, August and September 1918 the average monthly output was \$110,395, or an increase of 19.4 times, whereas the average number of employees was 663, an increase of only 5.2 times that of 1916.

In the Brass Foundry the average monthly output of good castings during the first six months in 1915 was 23,574 pounds with an average number of 36 men on this work. In 1916 the average monthly output had increased to 64,100 pounds of good castings with an average of 60 employees. During the first nine months of 1918 the average monthly output of good castings was 297,842 pounds, an increase of 12.6 times that of 1915 with an increase of employees to 221, which was only 6.1 times the average number in the shop in 1915. During July, August, and September of 1918 the average monthly output of the Foundry was 315,998 pounds, an increase of 13.4 times that of 1915 with an average number of employees of 253 which was only about seven times that of 1915.

In the Boat Shop in 1916 we had an average of only 85 men employed. During that year, in addition to miscellaneous repair work, there were seventeen high speed thirty five and forty foot motor boats completed in the shop. During the first ten months of 1918, with an average of only about 205 men on the work, the shop turned out seventy

eight of these boats, or at the rate of about ninety-four per year. This was in addition to an increased amount of general repair work. Just before the signing of the armistice the shop was turning out these boats at the rate of about fifteen per month. It will thus be seen that with only 2.4 times the number of employees the output for 1918 as a whole was five times that of 1916, and that at the end of this time we were turning out boats just about ten times as fast with practically no further increase in employees.

It might be mentioned also that the thirty five and forty foot motor boats that have been made a specialty at this Yard are of the Yard's own design and this design has now become standard for the Navy. This design was accepted only after competitive trials of several different designs, two of them being from a private designer who had been designing commercial speed boats on a large scale. This type of boat has become very popular with the Fleet, and particularly so for aviation and torpedo work on account of its high speed, strength and seaworthiness. Many of these boats have been shipped to France and England during the war. A short time ago the Yard was called upon for a complete set of lines and detailed plans of these boats for the British Government. It seems, therefore, that at least one of our Allies in the war has recognized the merit of these boats which were designed and developed at the local Navy Yard.

Similar increases in production have taken place all along the line. Early in 1917 we were turning out wood rigging blocks of various sizes and kinds at the rate of about 100 per month. During the first ten months of 1918 the Yard's output of these blocks was about 86,200 which reached a maximum of 18,500 during the month of August. Similarly, during the first ten months of 1918 the Yard turned out 7,480 waterbreakers, 6,930 camp chairs, 16,290 camp stools, 37,880 ditty boxes, and 80,850 bread and roasting pans. The manufacture of these articles before the war had been in comparatively small numbers. The productions of Franklin life buoys, boat spars, boat fittings, small steam engines, hose nozzles, and many other articles of various kinds, have shown similarly large increases.

It might be inferred that these large increases in production with comparatively small increases in the men on the work are due to the economy effected by quantity production. This is only partly true. The increases have been obtained very largely through improved methods and by the patriotism and increased effort of the employees themselves, working under the knowledge of the war emergency. Many of these articles have been made

wholly or largely by women, the men having been transferred to more skilled work. One of many instances of reduced cost through improved methods and individual effort on the part of the employees may be found in the case of the men of the Boat Shop. With little or no change in the number of employees the Boat Shop labor cost to construct a thirty-five foot motor speed boat was reduced from an average of \$2649 to an average of \$1761 in about six months. This was in spite of increases in wages amounting to nearly 40%. This is a reduction of nearly thirty-four per cent. in cost in spite of the increased wages and should speak for itself. The direct result was increased speed of production.

In addition to the foregoing, there have been many extensive improvements made in the Yard itself by Yard labor. The most important only are mentioned. Four extra building ways for large submarines, together with overhead cranes, have been constructed. A good sized extension has been placed on the main Machine Shop and a small extension on the Foundry. A new wing has been added to the Industrial Office Building, increasing its capacity by about fifty per cent. A large number of additional machine tools have been obtained and installed, also additional cranes, engines, etc., and extensive improvements and additions to the railroad tracks have been made. Many additional storage buildings have been erected and important and extensive improvements and additions have been made to the Power Plant. A submarine fitting out basin and wharf have been completed.

It might be mentioned also that with all the ships overhauled at this Yard during the period of the war we have not been a day late on our promised date of completion for any of them. On the contrary, we have several times completed them in advance of the promised dates. We have never received any complaint regarding the work done. On the contrary, we have received many complimentary and appreciative statements regarding it. For instance, we gave the machinery of the Montana a very extensive overhauling. She left the Yard and cruised more than 50,000 miles on the severest kind of war work, after which she returned to the Navy Yard for certain other work but with very little work on her machinery and nothing on any of the main items that had been repaired here at her previous visit. Ask the Captain of any ship that has been here. He will tell you what the Yard has done for his vessel and how well it has done it.

Our work has been accomplished only after overcoming a great many obstacles which are too nu-

merous to mention in detail in this article. It seemed to us that every big thing we had to do had a big obstacle thrown in its way, and there was a continual fight to obtain needed action and satisfactory results.

If some shops and many items of important and commendable work have been omitted from this article it is simply because there is no space for any more except that it is believed the work of the submarine drafting force and the office and drafting forces as a whole deserve special mention for their earnest and patriotic work.

The Life Buoy believes that with relatively few exceptions the men and the women of the Yard have not only met but exceeded the war time demands made upon them, and we of the Navy Yard feel that we have the right to be a bit boastful of what we have done and of our contribution towards the winning of the war.

FATE

We cannot grasp the mighty key,
That opens the chest of mystery;
We cannot read our Maker's mind,
Or loose the many cords that bind.

We cannot tear away the years,
That brings joys or scalding tears;
We cannot break the giant chains,
Of sin-cursed blood within our veins.

We cannot pierce the gauzy veil,
To even see wherein we fail:
We cannot understand the plan,
Whereby man grinds his fellow man.

Yet safe, and calm, our minds can rest,
For whatsoever is, is best!
And He who made and moulded man
Can surely carry out His plan.
So be ye bond or be ye free,
What is to be, will always be.

William P. Young

Structural Shop

KNEW WHAT THEY'D CATCH.

The twins had gone in swimming without mother's permission, and they anticipated trouble.

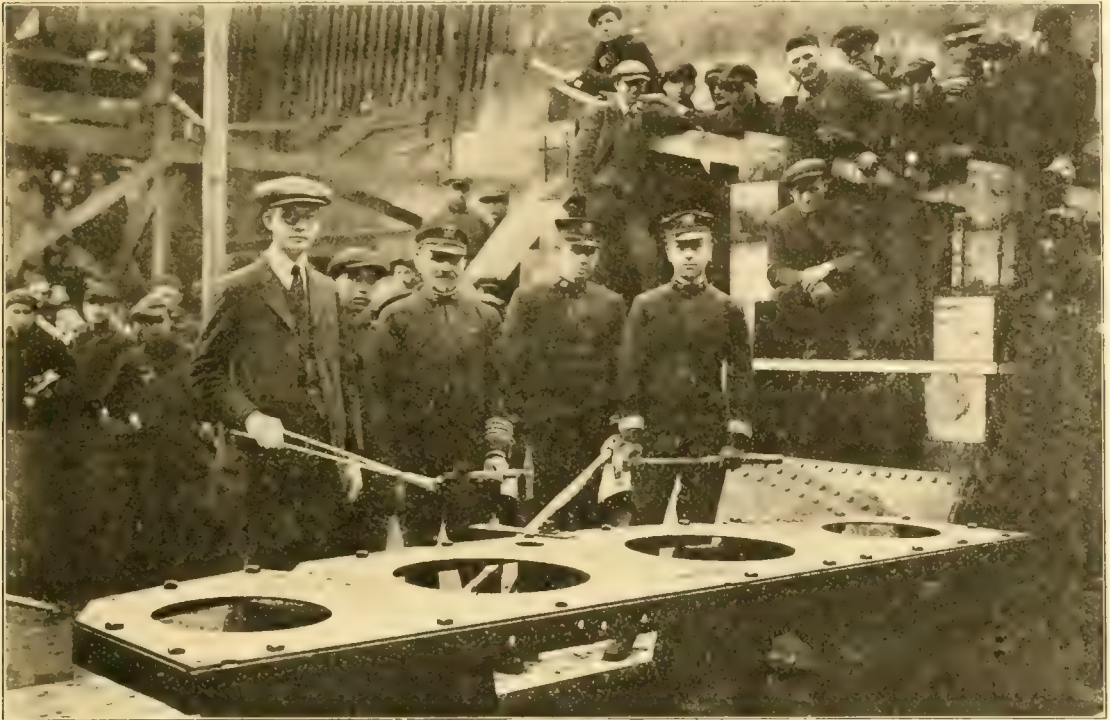
"Well," said Tommy, philosophically, "we're both in the same boat, anyhow."

"Yes," returned Ray, the humorist of the family, "but I'm afraid it's a whaleboat."—Boston Transcript.

DRIVING THE FIRST RIVET SUBMARINE S-8

At 10:30 Saturday, November 9, 1918, the first rivet was driven in the keel of Submarine S-8. The construction of Submarine S-8 will be carried out in the Franklin Ship House.

The riveting gang was composed as follows;— Capt. F. W. F. Wieber, Medical Corps) U. S. N., and Com. R. W. Ryden (Construction Corps) U. S. N. were the riveters. Lieut. H. F. McCarthy, (Construction Corps) U. S. N. was holder-on. Our Industrial Manager's son, Mr. Lawrence S. Adams, Jr. was rivet passer. The rivet heater was Mr. Joseph Lebenski.



FIGHT ON

It's fun to fight when you know you are right and
your heart is in it, too,

Though the fray be long and the foe be strong and
the comrades you have are few.

Though the battle heat bring but defeat, and the
weariness makes you reel,

There's joy in life that can know such strife and the
glory and thrill you feel.

When the wise ones pant that you simply can't, it's
fun for a fighting man

To laugh and try with a daring eye, and prove to the

world that he can.

And if you stick till your heart is sick, and lose when
the game is done,

It's fun to know that the weary foe paid dearly for
what they won.

It's fun to dare in the face of despair when the last
lone chance seems gone,

And to see hope rise in the angry skies like a prom-
ise of rosy dawn;

For victory's sweet when it crowns defeat, and you
learn this much is true,

It's fun to fight when you know you're right and
your heart is in it, too!

—Exchange.

SAFETY IN CRANE WORK.

The use of cranes is necessarily attended by danger, but most of the accidents are avoidable, if proper preventions are taken.

The craneman should never permit any employee to ride on the load nor on the slings or hooks. Slings, chains, cables or hooks should never be allowed to drag along the floor of the shop and the crane should never be started until the chains, hooks or slings are entirely clear of the floor or ground. Slings or hooks may become caught on some obstruction and cause an accident.—Crane-men should never try to straighten a load by swinging it against a car, building or wall.

When a heavy load is to be handled, the crane-man should first raise it a few inches to find out if it is well balanced and to make sure no undue stress is thrown upon any part of the slings. If anything is wrong with the brakes or with the adjustment of the slings, the load should be lowered at once.

Hookers should avoid trying to loosen a cable by pulling it down on the **inrunning** side of the block. Fingers may be caught between the sheave and the chain or cable and be cut off or badly crushed. It is far safer to grasp the **outrunning** side and pull up and away from the sheaves or pulleys. Hookers should keep well away while the chains or cables are being withdrawn from under the load.

THE OLD PROFESSOR.

John Stewart Blacking was a famous professor in a boys' college at Edinburgh, Scotland. As he got old, he often became cross and very impatient with his pupils.

At the opening session, one year, he asked all the boys who had notebooks to raise their right hand. One chap raised his left hand. Old Professor Blacking, seeing this, repeated his request by calling out again, but much more loudly: "All you who have notebooks raise your **RIGHT** hand!"

Again the same one boy raised his left hand.

At the sight of this, the old professor burst out in anger to the boy: "Hold up your **RIGHT** hand, not your left!"

To this the boy murmured something, but still persisted in holding up his left hand. Then the professor became furious and yelled to the boy:

"You stubborn fool! Put down your left hand and hold up your right!"

This command the boy obeyed, but he held up only a stump. He had been born without any right hand. As he held up this withered arm the other boys hissed the professor. They had known all the time why their comrade had not held up his right hand as the professor had demanded. They could hold out no longer. They simply exploded.

The old man, however, was equal to the opportunity. He at once left the platform, went down to the boy and threw his arms about him, as soon as he knew his mistake. Then the boys cheered both the professor and the cripple. From that day on all were the best of friends.

Most of the troubles of life are misunderstandings. All the conflicts between employers and employees would clear themselves if each understood the other's point of view. It's all a question of misunderstanding. Neither side knows the facts.

Like the old professor, your employer doesn't know your troubles. He's cross because some of you men are not producing more and he is too busy to inquire the reason. You—on the other hand—know why these fellow-workmen of yours are not doing more; but you have not taken the trouble to tell your employer.

Capital and labor today are just where the old professor and his class were when he was insisting that the cripple boy put up his right hand, and the class were getting ready to hiss. I am sure that if both sides could understand each other, both would work together as did the professor and his class after they got together.

Let me be a little kinder, let me be a little blinder,
To the faults of those about me, let me praise a
little more,
Let me be, when I am weary, just a little bit more
cheery.

Let me serve a little better, those that I am striving for.
Let me be a little braver, when temptation bids me
waver.

Let me strive a little harder, to be all that I
should be.
Let me be a little meeker, with the brother that is
weaker.

Let me think more of my neighbor, and a little
less of me.

—F. B. SILVERWOOD.

HUMAN BODY MUST HAVE PLENTY OF IRON

"Eat plenty of spinach and egg yolks," says the doctor.

His languid patient is pale-cheeked and evidently needs a tonic. There is reason to suspect that her blood is lacking in iron.

A few years ago the physician in such a case would have written a prescription for tincture of iron, to be taken three times a day, but the medical science is getting away from drugs.

White of egg is almost pure albumen, but the yolk is a highly complex substance, the iron it contains being doubtless provided for the benefit of

the developing chick.

Lean beef, the cereal grains, beans and peas, apples, prunes and dandelion greens are rich in iron. Milk contains it, else young babies would soon die. Beef juice is good for children a little older, partly on account of the iron there is in it.

One naturally asks. What is the iron for? The answer is that it seems to be essential to healthy cell growth. But first and foremost it is required by the red corpuscles of the blood, which are the carriers of oxygen. If the supply of it be not adequate, the lack is made manifest by the pale lips and cheeks. There is a condition of "anemia."

—Philadelphia Public Ledger.

TRUST THAT GIVES LIFE

Freedom's sons go forth to fight for the cause, and in their hearts there is not the fear of death, but the belief that they must die. We are told "Ye shall know the truth, and the truth shall make you free."

The truth is that we are to live for freedom, not to die for it. Freedom divorced from truth is an impossibility. The thought that we hold in our minds—that happens sooner or later. To go forth to fight for a cause, to face death fearlessly, and yet expect to die—that is manly bravery of a high order.

But to go forth to fight for a cause and to know and trust that there is a power which can keep you alive, even though you were in the midst of death—that is sublime faith and courage, which both protects and multiplies the actual strength of the fighter.

If the difference between these two ideas could be realized by all those who go to the firing line, and by their mothers, wives and sisters, and friends at home, then we should find that victory is crowned, not with a roll of honor which tells of death but with a roll of honor whose members live to see the first fruits of their faith.

The most faithful mother, wife or sister is she who is able to silence her great anxiety, and who believes and trusts that our soldiers can be returned to us living whole.

If these thoughts could be made to become a part of the daily life of the whole nation, that is the greatest war service which can be offered by any individual to his government, because the good faith of the nation would be making a direct and sincere appeal to that unseen power which shapes our ends only for good. The result would show in each person's work, and the collective influence would appeal as an inspired "whole."

If only the press of this country would consistently take up its true position and stand for the unity of the principle of good, as against party politics and personal conflict, then we should be ending the strife within march calmly and steadfastly, one and all, along the road to victory.

It is time that another voice should be heard above the storm, the still, small voice of truth; that voice which is ever ready to guide the listening ear—"this is the way; walk ye in it."

—Chicago Daily News

RAILROADING HAZARDS.

One of the most important duties of engineers is to keep a close and constant watch on the track ahead.

Every engineer should personally inspect his engine before leaving the roundhouse; gagecocks should be tried from time to time and too much reliance should not be placed upon the waterglass. The bell should always be rung before the engine is started and likewise rung at all points where required.

If it becomes necessary to go under the engine at any time, the lever should be placed in the central position, the cylinder cocks should be opened, and all other possible mechanical preventions should be taken.

Switchmen should never stand between the rails when about to board a moving engine.

When making up, brakemen should not go between cars to couple them, nor attempt to kick the drawbars into place, nor to push them into place by hand when the cars are about to come together.

Never crawl under a car when passing from one part of the yard to another as the cars may start suddenly.

All conditions that are likely to cause accidents should be promptly reported to the Safety Engineer. Suggestions are requested.

AN IMPOSSIBLE AMOUNT.

Some negroes were discussing the death of a small darky.

The cause of the disaster was clear enough to one of the men.

"De po chile died frum eatin' too much watah-million," he explained.

One of the others looked his doubts.

"Hub," he grunted scornfully, "dar ain't no such thing as too much watah-million."

"Well, den," remarked the first, "dar wasn't enuff boy."

UNITED WE STAND.

At the request of President Wilson, a United War Work Campaign has been formulated and perfected and between the days of November 11th and 18th, 1918, an opportunity will be presented to all employees of this Yard to subscribe towards a fund which is to be used for providing comforts and welfare work for the boys over there.

The Cooperating Organization are as follows:

National War Work Council of the Y. M. C. A.
War Work Council of the Y. W. C. A.
National Catholic War Council (K. of C.)
Jewish Welfare Board
War Camp Community Service
American Library Association
Salvation Army

Even though actual peace should occur, which everyone of us sincerely hopes may quickly transpire, it will probably take from one to two years before "our boys" over there return. In the meantime the boys over there must be kept interested by welfare work which can only be carried successfully on, through the individual subscription of each of us over here. When one considers what "our boys" are doing for those remaining behind, it is little enough for us to subscribe.

In keeping with the real American spirit of the hour, it is sincerely hoped that each and every employee will give freely.

DON'TS FOR PIPE FITTERS

Don't fail to warm steam lines thoroughly before turning on pressure.

Don't fail to open all drips in order to drain line.

Don't do any work on steam, air or gas lines under pressure. Reduce the pressure until there is no danger of an explosion.

Don't fail to lock valve or hang a danger sign on valve when working on steam, air or gas lines.

Don't draw the bolts on one side of a joint as it causes an uneven strain, which may cause an explosion.

Don't open a joint in any line until you are positive all pressure is off.

Don't put full weight of body on chain tongs or wrench when working overhead, as should chain break or wrench slip, you might fall.

Don't work on loose planks, resting in dangerous positions. Examine scaffolds and ladders carefully. Be sure they are safe. Safety Bulletin, Inland Steel Co.

QUOTATIONS APPLIED.

"Who steals my purse, steals trash."—J. H. Rose Interlocutor

"And still they gazed and still the wonder grew
That one small head could carry all he knew."—Brooks.

"His thoughts are in the rugged rocks,
'Tis best to listen when he talks."—Smith.

"He trudged along unknowing what he sought,
And whistled as he went for want of thought."—Clough

"He loves to chat with the girls, I know,
'Tis the way with men, they are always so."—Hinkley.

"The tongue is like a race horse which runs the
faster the less weight it carries."—Helen Waterhouse

"Sang in times of deep emotion,
Songs of love and songs of longing."—Mary Murphy.

"She has two eyes so soft and brown,
Take care!

She gives a side glance and looks down,
Beware! Beware!"—Marion Leach.

"Happy am I, from care I am free.
Why aint they all contented like me?"—Alberta Le Blanc.

"Can you tell me of some good plan,
For me to win a nice young man?"—Edna Kane.

"Her very frowns are fairer far,
Than smiles of other maidens are."—Margaret Reardon.

"We join ourselves to no party that does not carry
the flag and keep step to the music of the Union."—Yard Master's Office.

SUPPLIES.

COME ONE—COME ALL
PUBLICITY MANAGER, BARNEY PAUL
PROGRAM

Messrs. Ford and Robins present their inimitable and farcical Nigger Minstrel Show direct from a three minute run on Government Street, Kittery, Maine, Thanksgiving Day at two-thirty, for the benefit of those who cannot see.

O L I O

The Old Home Town (small town farce) Messrs Robbins, Ford Sprague, Misses Heeney, Hobbs, Jennings. (From actual life as experienced in Kittery.)

FIRST ACT

End Men Mrs. Whitcomb and Mr. Quimby
Miss Badger and Ed Chesley
Miss Camila Collins
Steve Williams, Chief

Banjo Solo
Nigger Folk Dance

"Little Myrtle," Song
"The Files," Recitation
Scotch Folk Song

"There's a Lock on a
Chicken Coop Door" Beatrice Hanna.

LOCALS, QUIBS, ETC.

Misses Badger and Collins and Mr. Chesley
"When Barney Kissed the Blarney Stone," Song
Miss Badger
"Our Section," Patriotic Song Ensemble
"Meet Me in the Back Yard, Johnny, That's Where
I Hang Out" "Sister

SECOND ACT

Nigger Town Jazz Band Miss Jordan, Mrs. Herbert, Miss Langill, Mrs. Curran, Miss Mulcahy, Miss McCarthy.

LOCAL QUIBS

"Little Bright Spot," Song Miss Badger
"When the Mrs. Burned the Bacon," Recitation
Mr. Robbins

"Oh for the Life of the Rolling Main," Song
Miss Price
"I'm the Sweetheart for a Sailor Boy," Song
Miss Wilson
Whistling Piece, Ensemble Mrs. Herbert, leading

FINALE CURTAIN

"Pa" certainly does enjoy his daily visits to the apple orchard. May we come, "Pa?"

We have heard that the banjo player of the P. B. section is a jim dandy.

Do you believe you are capable of keeping your feet out of each other's way in that nigger folk dance, "Quim?"

"Myrtie" and Miss "Forget-me-Not" are very efficient filers and are to be complimented on the fine way in which the files are kept.

"Barney" sure is some Publicity Manager, but our well known rotund figure of the Purchasing section surpasses him as a collector.

BOAT SHOP NOTES

In speaking of work we are doing some, These days system just begun,

In Bernard's crew there are some men
Who do their bit from end to end.

There is Mr. Clifford, who has left us now,
But his memory still is on our brow.

There is Mr. Plaisted, old and gray,
Does three day's work in just one day.
The rest of the time he planes the decks,
Or is stuffing putty in weather checks.

There is Mr. Trott, who is seventy-one,
If you can out do him you're going some,
For when he is out on some other case,
It takes two men to fill his place.

The little "Mink" works all the while,
And on his face he wears a smile,
I cannot get this quite to rhyme,
But he always moves on schedule time.
There is Uncle Sim he puts on brass,
His songs are sweet but they cannot last,
Of the other boys, I'll make no note,
But they are always ready for the other boat
I hope and pray they'll do their best,
To win this war and perfect rest.

Things down stairs are going smooth,
But we hope sometime it may improve,
That I've been sent one flight below.
I'm sorry the truth to know.

"Down Easter."

WE WONDER:

If Sam has an automobile.
If Evelyn ever hurries.
What the shop store will do without Mr. Paul.
When Lura stops chewing gum.
What do you say, Bobbie, have a chew?

A man from the boat shop named Lear,

Was very fond of his B———

One night Bob sat,
On his new silk hat,

And his wife took him home by the ear.

Tuesday, October 28, 1918, is a day that will long be remembered by the employees of the Boat Shop. The Liberty Loan Champion flag was presented by Constr. Ferrell who in a few well chosen words expressed his appreciation to the employees of this shop. Our shop captain Mr. Charles F. Tucker accepted the flag for the Boat Shop and gave us all some sound advice on our bonds which we have bought. It is hoped that we all will follow this advice and not dispose of our bonds until necessity compels us to. Great credit is due our Shop captain for his untiring efforts towards the success of the Boat Shop in this loan and he can rest assured that they are appreciated by the boys of the Boat Shop. This was readily shown by the good will expressed in the three cheers which were given him at the close of the presentation. His Honor Governor Keyes of New Hampshire, gave us a very interesting and instructive talk. His re-

marks were timely and were well taken by all of us. He was followed by Col. Bartlett of Portsmouth whom we all know. He gave us some good advice which it is hoped we all can follow. At the close of Mr. Bartlett's remarks, Governor Keyes, Congressman Burroughs, Colonel Bartlett and the Honorable Mr. Moses, ex-Minister to Greece held a reception. The boys of the Boat Shop formed a line and had the pleasure of meeting and shaking hands with the above mentioned guests. It has been a long time since the Boat Shop has had such a pleasant meeting and we will always remember it as such.

SHORT CIRCUITS

The Fourth Liberty Loan drive is now over and it certainly did go over the top in 79.

Our patriotic parade was a decided success. It was led by Mr. Marshall who convulsed his audience with his fancy steps. He was followed by Mrs. Gray who carried the flag, assisted by Miss Kane and Miss Fenton. The other members of the Liberty Loan Committee were next in line and after them came the Shop band. Mr. Marshall made a speech concerning the drive which was received with great enthusiasm. Mrs. Gray sang the Star Spangled Banner in a very pleasing manner.

ADVICE to the two Annas. Don't cry and don't fall down when the procession goes by.

They say the Dover girls are saucy. How about it Miss Fenton? You know you shouldn't get hot-headed when they ask you questions.

What's the difference between Bill O'Brien and Roy Abrams? Roy throws some ball and Bill throws the———Claremont Gazette.

On the afternoon of Oct. 17, a flag raising was held at the main entrance to the Buffing Room of this shop. This flag contains three stars in honor of Carl Hanscom, Samuel Wood, and Nelson Hogue.

RADIO FLASHES ELECTRICAL SHOP BUILDING 89

On the morning of October 23rd, the Electrical room at the Franklin Ship House was the scene of a very sad occasion, the departure of Clifford Jenkins from our midst being the cause. Before leaving for Fort Williams, where he has been called to enter the service of his Country, he was remembered with a few choice gifts which were presented to him by Mr. Edward Riley. Among the gifts were some very useful implements of War, including a gun, canteen, helmet, and last but not least, a pair of trench shoes which Mr. Riley himself has worked on from the beginning of the war trying to perfect.

Ed. called special attention to the usefulness of the shoes, demonstrating how water, while entering the top, could be let out by passing through a hole in the bottom. Mr. Riley has styled these shoes Self-Bailers, and has already applied for a patent for same.

At the conclusion of Mr. Riley's speech, Mr. O'Leary stepped to the center of the room, and in a few well spoken words presented Mr. Jenkins with a wrist watch with inscription on the back which read, "From the gang." With the watch, a fountain pen was also presented to Mr. Jenkins.

Cliff. was much surprised, but after recovering, responded in a few words, thanking one and all concluding in saying: "They can't get the Kaiser any too soon for me, so I can again be back with the gang." Good luck Cliff.

Two days later we received the sad news that Gordon Barter, another one of our members was called for immediate service to report at New York for the Flying Corps. On his departure, Mr. Barter was presented with a sum of money. Gordon Elliott left with the best wishes of all. A safe and speedy return, Gordon.

CAMOUFLAGE MIXTURES.

The question has been asked frequently of late relative to whom has been given the charge of the painting on the O-1. Which one is it, John Hoffman or George Young?

It is sincerely hoped that our Shop Clerk, Miss Gertrude O'Brien, will come through with flying colors when she takes her examinations.

If a few more men like Buck had taken bonds on the same plan as he followed we would have been still going over the top.

We all came across as usual in the same old way when we were asked to double up. The answer from every man was, "Sure, I will dig."

We wish to congratulate the Boat Shop and the Submarine Drafting Room on the most excellent showing they made.

ANVIL SPARKS.

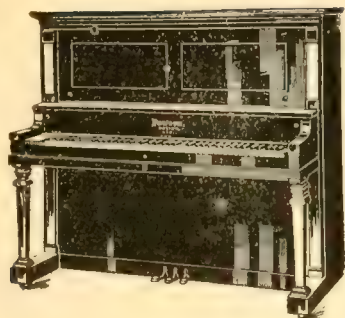
Bill Critch tells us that there are no clams dug from South Boston Flats.

Dan Cupid is certainly working over time. Mr. Richards and Mr. Forbush are the Happy Men.

J. Baker is next on the list also one of our Quartermen.

William Flanigan is to take a few lessons in the art of cooking.

One of the Office girls had a birthday recently. We wish they would come oftener Peggy, the candy



**DO IT NOW !
WHAT ?
BUY THAT NEW PIANO
AND SAVE MONEY**
Pianos are scarce at the factories. They will be SCARCER SOON
AND THEY'E GOING UP
DO IT NOW AT
MONTGOMERY'S **MUSIC STORE**
OPP. P. O.
PIANOS FOR RENT

EVERYBODY'S STORE

141 CONGRESS ST. - - Y. M. C. A. BLDG.
PORTSMOUTH, N. H.

NOW COMES THE WINTER SEASON WHEN EVERYTHING IS MOST NEEDED

We were exceptionally lucky to secure our merchandise at old prices, we therefore suggest that Every Man Woman or Child reading this "Ad" should not overlook this opportunity of the good values this COMING SEASON in Ladies and Men's wearing apparel.

EVERYBODY'S STORE

"I SAW IT IN THE LIFE BUOY"

was excellent.

At next election Edna will be old enough to vote.

Mark Redmond reports that he is always ready to help the girls eat their lunch.

Some of the boys took too much medicine and others not enough.

Hank Linscott is preparing for a very hard winter.

The girls say that although Walter is a smart boy he does not know everything yet.

The boys who called on Mr. and Mrs. Richards recently appreciated the hospitality shown them.

Now that the Liberty Loan went over the Top, make sure fellows, you push the War Savings Stamps over also.

Did you ever keep her waiting Flanigan, as you did Soule?

It must have been a long lonesome trip to Lowell, Frank.

DITTY BOX SAYINGS

We feel proud of our success during the fourth Liberty Loan drive, for we proved 100 per cent loyal. This is the more commendable for we have done without the aid of overtime.

Our Shop is a busy place, has been since the War began, and will be until the Kaiser becomes just a plain Bill.

If a man is forty-five until he is forty-six, how old is a new born babe?

Information wanted: Where the saving of coal comes in by lighting fires and lights one hour earlier under the daylight saving plan, if the time were not to be changed.

Hughy says it isn't a bowling alley and we are unable to say what it is for the inside finish does not reveal the secret.

William recently went about the Yard and on the Ships as usual—when it came bedtime and he sat down to take his shoes off—behold, he had his slippers on!

Last spring when the clock was set ahead an hour, Jim forgot he had done it and got down to the station an hour ahead of time. It is hoped Jim will not forget to push the hands back, otherwise, you might lose a day Jim.

We have a man in the Shop who never makes a mistake, so he told someone in the Shop recently. However, the inevitable happened, for while he was recently taking out two dollars' from a five dollar bill that was owed to him, he returned seven dollars instead of three. When informed of his mistake, he tried to get out from under by saying it was a clerical error.

cal error.

Every time a tax is put on anything, you hear the old bugbear—the consumer has got to pay it. Naturally, he has—for the consumer pays for everything but his funeral expenses.

SUBMARINE BUILDERS.

Too much credit for the successful way in which Building 92 went over the top in the recent Liberty Loan drive, cannot be given Mr. Gardiner and his assistants.

HEARD IN THE SHOP.

"Is Grace in today?"

"I'm going to ask for more money."

"What do you say to going to Haverhill tomorrow?"

"How does he get away with it?"

"Why does Smith need gloves?"

"When will a young lady take Winn's place in the Weigh House?"

"The Liberty Bond sales are over, I wonder what Ralph is after today?"

"Have you seen the chap with the white pants?"

WE WONDER.

Why G has moved to Dover.

Where Nick, our leading man riveter got that new suit.

Why two of the young ladies in our office take a walk every noon. "Fess" up, girls.

Who hit Swan?

KNOTS AND SPLICES, BLDG. 7.

Since the entrance of the girls in Building 7, there has been a marked change in our policy, for hereafter we intend to send in "Life Buoy" notes every month.

According to Mr. Gilker, "That callous has not started yet." How perfectly horrid of him to say this!

There appears to be a novelty dancer here in Building 7. She performs during the noon hour. How about it Mrs. M?

A collection is to be taken shortly to buy a muffler for Kitty.

According to Leavitt, there are a lot of girls in Kittery whom he likens to "strawberry blonds."

Building 85 is sure some busy place. Mrs. Tarbox has surely got the others beaten.

WE WONDER

Who the gentleman is that Kitty rides home with.

Why the girls in the Riggers Room are so popular.

“A Penny Saved Is a Penny Earned”

We can help you save a
good many pennies on

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NEW HAMPSHIRE

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Fine Shoe Repairing

CONGRESS ST.

TEL. CON.

“I SAW IT IN THE LIFE BUOY”

What Mary, Frances, Anna and Laura have hidden away.

Why Hazel from the Rigging room changed her name to Helen.

Why Harold objects to perfumery.

When Frances will learn to make a knot.

What the attraction in New Durham is for Agnes.

Why T. goes home so often.

When Sam is going to get his change of garment.

Why Michael is missed.

Why Elizabeth likes to wear that jumper.

When our timekeeper will stop talking politics.

Why Rose likes the Riggers loft better than the Electrical Shop.

Why the boss hates to go home when the whistle blows.

Why "Blondie's" eyes ache.

When Bill is going to get his annual haircut.

Why Jonesy stopped wearing trouserettes.

Why the men are in so much apparent confusion in our Shop.

When Walter will have his pearls fixed.

To Our Dear Friend Marie.

'Tis sweet to be remembered,

And a pleasant thing to find,

That though you may be absent,

You still are kept in mind.

PAN ROASTINGS

The many friends of A. I. Burke a sheet metal worker were sorry to learn of his death, the first of this month. Mr. Burke was a man of good character and well liked by the many employees of this shop.

P. E. Foster has the sympathy of the employees of Shop No. 74 in his recent bereavement.

Ira Coleman is improving from his recent illness.

The Association in the shop is getting started and the officers have been elected.

There are a great many calls for both men and women for our shop at the present time.

The girls in the Sheet Metal Shop say that the riveters in the Electrical Machine Shop have nothing on them for driving rivets. Just come over and watch us work.

The Inspector said that the quality can't be beat.

We understand that some folks think the girls are a little behind in some things, but we can certainly do some hard knocking.

Catherine had better watch her step, of course

the rope should not have been there.

Mary thinks that Louie is right there on demonstrating the gentle art of making love.

Dan Cupid has shot his arrow into the heart of Ellen White, now she is receiving the congratulations and well wishes for a happy married life.

It is reported our friend from Epping has given little Willie the mitten, but she produced the gloves.

Viola has her ups and downs along with her troubles on the elevator.

We wonder why the U. S. S. Bridgeport is "over there" so long, Mary is getting anxious.

Good morning Sweetness. Does that sound familiar Catherine?

Well boys, have you met our new office girl?

We are all sorry to hear of the forced absence of our Timekeeper, Miss Abbott, we hope she is improving.

The employees of the shop extend their sympathy to Leadingman E. B. Austin.

We enjoyed a call a few evenings ago on our new President at his home, true hospitality marked the evening's pleasure.

All hope soon to make another good time sure to come.

When we learn that the apples have been pressed, a charter for the green car from the owner is in order, merrily climb the hills to So. E.—. H. L. S. host of the evening.

When you call to see us in shop C. "Notice the sparks fly."

SHIPFITTERS SHOP.

Shop K held two very enthusiastic rallies in support of the Fourth Liberty Loan, subscriptions amounting to \$23,000, were collected at these meetings, whereby our final total was raised to 128 a rate that we have never before reached on any loan. Amounts that looked large in former loans were duplicated and larger subscriptions were received than ever before. A great spirit of patriotism was shown, and every one helped the cause along. During the Saturday Noon Rally, Mrs. Gray sang the Star Spangled Banner, while the audience joined in on the chorus, while later, a band of fellow workers played patriotic and popular music.

Mr. Sheppard, as one of the committee spoke of the results that were wanted and the shop went over the top with a "bang." During a little lag in enthusiasm Mr. J. R. Philbrick gave a very stirring call to duty for the cause, and so many men wanted the honor of being the last subscriber that we called the same a draw.

Kittery answered the call through J. Philbrick,

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from head to foot in dress and work clothes
come in to see

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Every stock holder has equal rights, and the store is man-
aged for the benefit of all workmen.

M. T. C. CO-OPERATIVE ASSOCIATION

Market St.

Portsmouth, N. H.

ONE
FOR
ALL:

ALL
FOR
ONE

"I SAW IT IN THE LIFE BUOY"

J. Grant, C. Miles, Kimball and others.

Redden recited a very sentimental piece of poetry, but his voice changed and the crowd could not get it.

It took Miss Hilton to sell bonds to a few Dover boys; Pete's hand went up awful slow though, and Libby tried to find a hole in the floor.

Littlefield and Roy Moody certainly placed Moody, Maine on the Map.

Tufts answered every time he was called on.

Quite a number of notables "holed" in the tool room, but they had to make a noise like pledging when the smoke was too thick for them.

A certain quartermaster had his head all swarthened in bandages, Saturday afternoon, after he had totaled his pledges, he could not seem to remember how he went so far, but the pressure was there and he was under it.

The Portsmouth crowd threw pocketbooks, bank books, old stockings, and all their other saving paraphernalia on the platform.

Altogether it was a great get together meeting.

There are about 700 reasons why the regular identifier likes his job at the "Shop K" gate. There was no pleasure for the substitute identifier, with the glass below freezing, and only "B. V. D'S" and the smiles of the "700 reasons" to keep him comfortable.

PATTERNS.

Although the baseball challenge that the submarine draftsmen issued to the pattern shop did not materialize, perhaps they would be just as anxious to take a chance with the bowling team that is soon to be formed.

At last O'Connor's weakness has been discovered. They say it is girls whose first names are Mary. He has been interested in several lately, and this is one reason why he hurries from the shop so fast at 11.30 A. M.

After learning that the girls in Kittery do not care for long walks, Brickman has now become interested in South Berwick.

With the daily instructions from a girl in the Boiler Shop, Jim believes himself qualified for the U. S. Signal Corps.

During the epidemic we all noticed that Neal acted as helper for the pattern shop undertaker.

We wish to announce that our brother, H. Britton, has started a primitive life similar to the one which Joe Knowles led. Brit has been camping in the Elliot woods and already can hardly be recognized with his beard of three weeks growth.

When you see Charlie Smith walking around the ship-house with an open book in his hand don't

think that he is loafing, as he is trying to find the duties of a real ship-fitter from the "Ship-fitters Blue Book."

VanHam was a little previous about setting the clocks ahead, and consequently found himself at the main gate the other morning at 6.15. Then Marion brought Van out of his trance and he had an hour to get his wind back after his run from the Camp.

Jim Nelson is looked upon with much favor by an Elliot girl (even if he is a shipfitter). We think he must have profited by Van's mistake and bought a second hand Marine's uniform.

Don't look forward to the invitations boys, as Carl has called the honeymoon trip to Germany off. (We will put it that way, as she will not see any more Life Buoys now) and is going to remain a Free Lance. His trips to Boston have ceased and he has even forgotten where the Kittery Postoffice is.

Favorite Songs of the Boys.

O, How I Hate to Get UP in the Morning—Twitchell
With All Her Faults I Love Her still—Malmquist
Long Boy—Cressey

Put On Your Slippers and Fill Up Your Pipe—Hosfra
Oh, Frenchy, Frenchy—Britton

So Long Mary—O'Connor

Buy a Liberty Bond for the Baby—Foye

I didn't Raise My Boy to be a Soldier—Googins

I'm a Twelve O'clock Fellow in a Nine O'clock Town
—Metelli

Down at the Husking Bee—Pray

Aladdin had a Wonderful Lamp—Locke

On the Back Seat of a Henry Ford—Pope

Just a Small Town Sweetheart is the Girl For Me—
Coulter

Sometimes You Get a Good One and Sometimes You
Don't—Smith

If He Can Fight Like He Can Love—Nelson

Some Day Somebody's Going to Get You—Peasley

I Sent My Wife Away for a Rest—Pine

I'm Old Enough for a Little Loving—Brickman

To Europe on a Cattle Boat—Chandler

WE WONDER:

How so much dust gets on Eva's Skirt.

How Pine likes bachelor life at Kittery Point?

Why Bill likes to go to the Foundry so often?

What the attraction is in Haverhill for

Lempke?

Why Carl has become so quiet lately?

What Bill Peasley and Cressey will do now
that the beaches are closed?

What's the matter with Pray's upper lip?

Why South Berwick is such an interesting
place for Neal and Van?

A. D. S. REMEDIES

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IT'S NO USE

Telling you a long story about advancing prices. You know as much about it as I do. But I want to tell you that I have a large stock of CLOTHS, bought to secure old yarns and dyes, at a much lower price than they can be found today. If you need a SUIT this year BUY IT NOW.

WOOD, The Tailor

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INSURANCE

REAL ESTATE

7 Market Square

PORTSMOUTH

"I SAW IT IN THE LIFE BUOY"

Outside Patternmakers or Student Ship-fitters.

We thought the members of our outcast band were to be exempt from the sarcastic witticisms of our inside brothers, now that we have severed our connections with the Pattern Shop, and pull our checks in the Trade School. Judging from this column in last month's issue we will still continue to be knocked, but we are gone but not **forgotten**. Do your worst we are quite used to them now, as they have been coming hard and fast for the past two months.

Swift, Talbot and Hanabury, who could not see the gold in this (Golden Opportunity) to learn a new business, have gone to the Fore River Plant as Patternmakers, and wish to be remembered to all their friends in the shop and about the Yard.

Big Ed. Brickman, the young fellow from Worcester, has notified all his friends that they will not see much of him this winter as he is going to submerge every night. He claims that he needs a lot of sleep, as he is still growing. (Poor kid, I don't think we will ever raise that boy). The boys think it is the growth of his bank account which he is thinking of mostly.

Romeo's morning salutation to his friends in the ship house,—Er-r-r Gee, ain't it k-ker-ker-cold; as he rushes to the heater boy's fire, crying ("Kamerade.")

SEEN THROUGH THE PERISCOPE.

SUBMARINE DRAFTING ROOM.

The Submarine Drafting Room sure is going over the top in the drive for the Fighting Fourth. At the date of writing, October 9, we are leading the yard with 159 per cent, which represents a total subscription of \$5850. Owing to the fact that this room isn't considered as a shop, we are not entitled to the Liberty Loan flag, but nevertheless the boys are quite enthusiastic, and the appearances lead to our running up over 200 percent before the close of the campaign.

G. M. Clark has left for Durham, where he has enrolled in the Students Army Training Corps.

C. S. Conlon of the U. S. Naval Aviation Forces is at present at Gulfport, Miss., where he has started in training as a Machinist's Mate.

D. J. Carey, former file-clerk, is now in the Chemical Warfare Service, and is now situated at Long Island City, N. Y.

C. P. Yeomans is spending his vacation at his home in New Jersey.

T. H. Weston is at his home in Broad Cove, Me., where he is gathering in the bountiful apple crop on his farm.

W. F. Newton, W. G. White and G. M. Clark are now the proud fathers of baby girls, Penelope, Althea and Virginia.

J. B. Colliton has been out for two weeks respite, owing to the illness of his wife.

Miss Mildred Lane of Melrose, Mass., has been employed as a Copyist Draftsman in this office. We sincerely hope that there will be a few more fair Draftswomen in the near future.

Miss Frisbee of Kittery is now assisting Dondero on the filing work.

Scheirer has a new assistant in the person of Mrs. H. C. Preble of Ann Harbor, Mich. Mrs. Preble intends to take a two weeks trip to her home in a few days.

Austin Googins has been acting Chief Stenographer during the absence of D. J. Long and A. H. Robinson.

It is with pleasure that we learn of the promotion of Lieutenant-Commander H. S. Howard, Supt. of New Construction, to the rank of Commander.

In all probability we will be moved very shortly to new quarters in Building 81. There are just a few more things to do there to make the place ready for occupancy.

It is expected that the Submarine O-1 will be ready to be put into commission before a great while.

Work is going right along on the S-3, and it seems that it will be launched sometime next month.

Lieut.-Commander N. L. Kirk has been out for a while with the Grippe.

C. C. Coffin was confined to his home in Manchester with the influenza for two weeks.

Lieut.-Commander J. W. Lewis has been quite ill at his home.

Commander H. S. Howard was out for a few days feeling rather indisposed.

Mr. Bacon has returned to the office, after being subjected to the discomforts of influenza.

W. F. Newton has been at his home in East Lyme, Conn.

R. E. Potter was also caught in the spread of the prevailing epidemic.

Ensign Parker of the O-1 has been ill for some time.

Robinson, Wright, and Davidson of the Hull Drafting Room have been transferred here.

M. S. Stephenson and K. Y. Wu were out sick, but have returned to work.

WE WONDER—

Who got THE rabbit when Scheirer, Powers and Grant went hunting a while ago.

LIVE WIRE MEN WANTED

To get acquainted with a live wire store, A store that KNOWS what men want and HAS it. Good, dependable merchandise at right prices, and good service.

"MASTERCRAFT" AND LEOPOLD MORSES MEN'S CLOTHES "RIGHT POSTURE" BOYS CLOTHES ARROW COLLARS HATHAWAY SHIRTS CHENEY TIES
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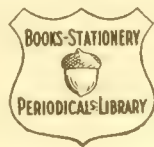
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HATS & MEN'S FURNISHINGS

AT

PARSONS THE HATTER

PORTSMOUTH, N. H. : : PHONE 867-M

"I SAW IT IN THE LIFE BUOY"

If Powers thought he could catch Maine rabbits with salt.

Why there has to be a few to be hammering all the time about the H. C. L.

Why there should be any hesitation on the part of anyone in the Yard as to subscribing to the Fighting Fourth.

Why Kittredge is always hanging around the water-tank.

If that fur coat attracted Scheirer.

Why Miller has such bad luck in playing whist.

If he wouldn't get along much better if he dropped that anchor (Guggisberg).

What Preble and Lord struck lately.

If Ray has got his hay all in.

If Stiansen will ever subdue his taste for those race-track neckties.

SUPPLIES.

The third time never fails, so here goes for our third attempt.

There have been so many of the office force out sick that those who were fortunate enough to escape the prevailing epidemic have been taxed to the utmost with work.

Assistant Paymaster Shaw and Ensign Harvey Knight returned to work Monday after two weeks illness.

Chief Yeoman Blaisdell has left this office and taken a position down stairs under Ensign Harrison.

Frances Brackett and Pauline Hobbs returned to work this week after an attack of the Spanish influenza.

Louise Carney has taken a position down stairs, being employed by Lee Minard.

There are quite a few new messenger boys, most of whom are school boys.

Ellen Bowden still remains quite ill at her home on Commercial Street. It is the wish of her many friends here that she will soon be fully recovered and able to report back to duty.

WE WONDER:-

Why Billie Burke always wears that happy smile. He must be thinking of that song "You're In Style When You're Wearing a Smile!"—Is that right Billie?

What Little Polli will do now that the boys at the Fort are restricted, and Pierce Hall is closed.

Who neighbor Blaisdell finds to tease down stairs—Whoever you are we sympathize with you, fair friend!

Why Eddie looks so lachrymose of late—Cheer up, friend Eddie, some day you may be a lieutenant too, and then she will like you.

How they get that way.—Its the oil heaters!

It will certainly be fine when the pipes are up and the heat turned on.

Why "Izzy" had the weeps last Wednesday when the Seattle went out. Cheer up, "Izzy" you will see him soon in New York.

Why Rosie comes over on the eight o'clock boat.

Why Mr. Robbins makes his girls work overtime.

How our school teachers like their new positions.

Why the Colonel always drinks two cups of coffee.

Where the coffee bags went to.

Why "Pa" eats so many gum drops.

If the Chief will name his son "Jr."

How long Isabelle will be a seaman.

SHAFTS OF LIGHT.

It will soon be time to take off the jersey suits and slip on sweaters and put on the old-fashioned georgette and crepe de chine waists.

It is impossible to eliminate the GERM in Germany without leaving ANY.

Headlines from a New York paper—"Girl Drowned on the North Shore"—(Didn't she even get her feet wet?)

It takes a very clever man to fool his wife during two long years of happy married life.

It costs very little to get married, but it costs a whole lot more to stay married.

One clever girl says—Would you rather be a colonel with an eagle on your collar, or a private with a chicken on your knee?

Did you ever hear of a clock striking for shorter hours?

The less said about the fuel situation the better; just saw wood.

Speaking of substitutes,—the best substitute for a newspaper is a barber shop.

She's a peculiar sort of girl who hasn't a fellow at the front these days.

If they stop the manufacture of pleasure automobiles, the horse should worry.

Monkey fur is said to be the latest novelty on suits—Fashion Notes. Quite appropriate, too, no doubt.

The boys would play war oftener, but its so hard to get any of the gang to assume the role of the German Army.

Let us not be up and doing,

Rather let us bow to fate,

If there is no street car coming,

Let us stand and wait and wait.

In the good old days, a cow and some chickens used to keep the family well supplied, but nowadays

ALL KINDS OF STOVES FOR HEATING

WOOD STOVES, COAL STOVES, OIL STOVES ETC.

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Cream Pie and all Kinds of Loaf Cake

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By using Electric Appliances for Cooking

ROCKINGHAM COUNTY LIGHT AND POWER CO.

29 Pleasant Street

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

it takes a family to keep a cow and some chickens well supplied with feed at five cents a pound.

Our idea is that if the draft act, fixing the ages between 18 and 45 were made to apply to women, we would be startled at the number of women in this country nearer 18 than 45.

Now that Caruso is married he probably will have occasional spells when his harmony will be more or less discord.

SHAVINGS.

Be careful Grant when you make another bet.

Lost—a bicycle, return to Public Works Department.

We wonder how Snooky and Cub have refrained from dancing during the epidemic ban.

Civil Service problem—If Kierman stays out two days on soft C, how long will he stay out when it is hard C?

That camouflage stuff in the corner must be cut out

SPARS AND BLOCKS.

Mary, do tell what is so attractive around the ball ground during the noon hour.

We are all wondering why Ruth likes to work with Harold, and why he is so attentive to her, own up Harold.

Catherine says she would like especially well to go aboard the Southery, do tell us why Catherine?

We would like to know why Carl visits Dover so often, and who the sweet little girl is he takes out to supper. Come now Carl tell us who she is.

Why is it that Eva visits the Supply Department so often?

What is the matter with Marion, we fear it is because she has lost her friend Carl.

We all miss George, especially Lona. No one knows what the Office force saw on his last day with us.

We are all very glad to have Hazel back with us again.

How about the gunning party last week? We haven't seen any venison as yet. Ask "Sid" Littlefield, he usually knows about deer (dears)

We hear the girls under 16 years of age are to be dismissed from the Yard, lets hope Florence will improve her time and rest, so when she becomes 16 and again joins us, we can tell which way she is going.

We wish to call your attention to the speed of Mary, the elevator girl, when the bell rings.

If Veronica is seen coming with pencil and pad for money, the men will be few and far apart in the future, so lets choose someone else for the next one.

Since Mrs. Edgerly has changed her seat Hiram has been able to get out more blocks.

If Anna, on table nine, makes many more button holes in men's pants during her noon hour, she will have all the boys in 79 coming to her in their time of need.

METAL SPLASHES.

WE WONDER

In what part of the Shop Springer really works for he seems to be everywhere.

Why they closed the bond drive at the 75th. "Ask Edna."

Why Mary was so excited after the Liberty Bond rally.

Why Mr. Staples would like the job as watchman at the depot.

Why Mr. Strong shines his badge so often.

What Alberta carried in the suit case.

Why Mr. Palfrey transferred the bonds to Miss Elliot.

Why our leadingman from Dover spends his Sunday evenings in Dublin.

When Carey is going to demonstrate a little foot work as well as putting on the gloves.

Why Billie is so downhearted.

If Mack thinks the Government is going to buy him shoes.

The Foundry mourns the loss of some of its most popular boys who died during the present epidemic.

Congratulations are being extended to our Chief on his return from his recent illness.

Gingerbread, gingerbread,

We're nearly dead from gingerbread;

Oh, Mr. Hoover, hear us plead!

And kindly change poor Charlie's feed.

Mr. Frank Dennett as structural foreman has charge of the following work:

In charge of all repairs, alterations, etc., to buildings and quarters.

In charge of all excavation, blasting, grading, paving, concrete and brick work, pile driving, wharf building, street and sidewalk repairs and construction etc.

Operation of stone crusher, road roller and concrete mixer.

In charge of yard crematory.

In charge of farriers and farrier work.

This division will handle, in general, all work outlined above pertaining to the trades of woodworkers, masons, stone cutters, plasterers, slaters, farriers, helpers and laborers under the Bureau of Yards and Docks

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JANUARY and FEBRUARY, 1919



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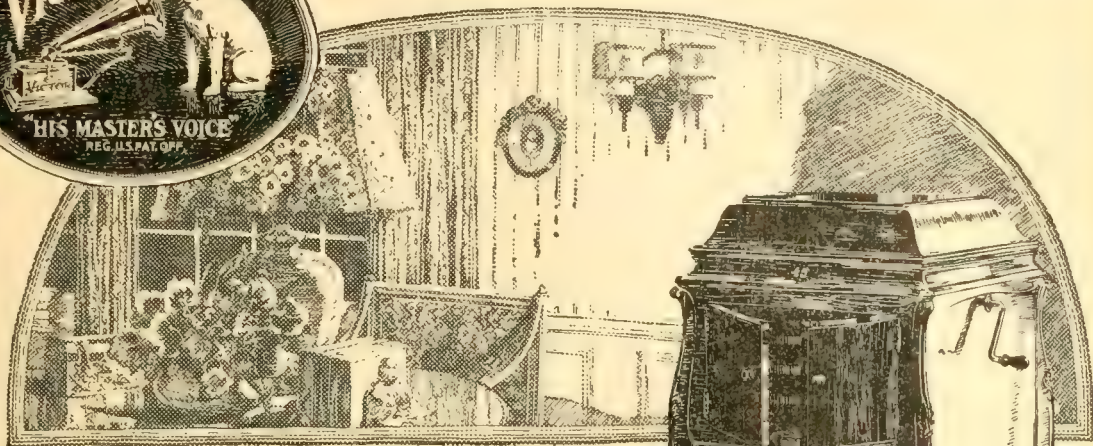
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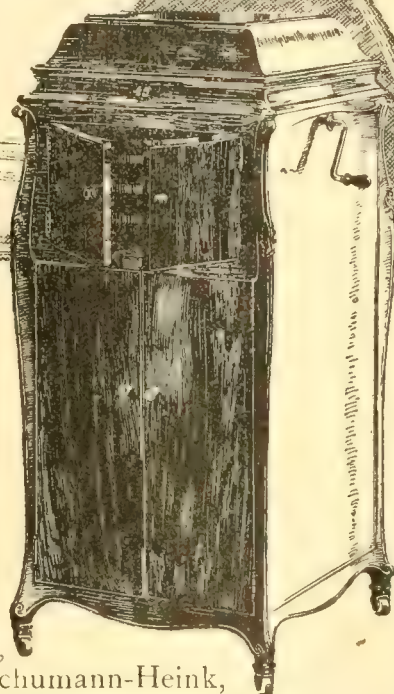
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INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. II

JAN. & FEB. 1919

NOS. 1 & 2

HISTORY U. S. NAVY YARD

Portsmouth, N. H.

The facts contained in this brief resume of the history of the United States Navy Yard, Portsmouth, N. H., were abstracted from a book prepared by order of the Honorable Secretary of the Navy, under the direction of the Bureau of Yards and Docks by Mr. George Henry Preble, Rear Admiral, U. S. N.

The first European visitor to the waters of the Piscataqua, on which the Portsmouth or Kittery Navy Yard is located, of which we have any knowledge was Martin Pring. In the spring of 1603, Martin Pring in command of two vessels of small size, the *Speedwell* and the *Discoverer*, left Bristol, England, and after discovering Penobscot Bay and the York River, he continued his voyage and arrived at the Piscataqua River, which he called "Westernmost River."

In 1605, Samuel de Champlain sailed from Havre de Grasse, in France, and on the 15th of July following sighted the Isles of Shoals and the "Cape of the Isles," now known as Odiorne's Point.

Captain John Mason, a merchant of London, arrived at the Piscataqua in the month of May, 1621, and erected a post house at Odiorne's Point, which was named "Mason's Hall." This is supposed to have been the first house built in New Hampshire. The second house was constructed by Humphrey Chadbourn in 1631, near the banks of the river and within the limits of what is now the City of Portsmouth. Other buildings were rapidly erected.

On September 6, 1639, Sir Ferdinando Gorges, who was granted by Charles I, King of England, a vast portion of the country of America, commonly called New England,

commissioned Richard Vines his steward-general. Richard Vines, on May 3, 1645, granted the two islands now known as Navy Yard and Seavey's Island and on which the United States Navy Yard in Portsmouth Harbor is situated, to Thomas Furnell, shipwright, for a yearly rent of two shillings and six pence.

Shipbuilding was an early and an extensive branch of industry on the Piscataqua. In that foreign merchants could build vessels here at a lower price than elsewhere, it was natural that the government should avail itself of the facilities offered. Surveys were made of the harbor and as early as 1650 there are records of timber for masts being selected as the property of the Crown.

The *Falkland*, a 54-gun ship built in 1690 by Mr. John Taylor, by order of the British Government, was the first ship of war built on this side of the Atlantic. The next vessel of war built at Portsmouth, was the *Bedford*, 32 guns, fifth rate, built in 1696, and also by Mr. John Taylor. The *America*, 44, launched May 4, 1749, was the third vessel of war launched at Portsmouth, insofar as we have any knowledge. A model of the *America* is now preserved in the cabinet of the Portsmouth Athenaeum.

On the 13th of December, 1775, Congress authorized and passed an act for the building of thirteen cruisers. The first ship built for the Continental Navy at Portsmouth was the *Raleigh*, 32. On the 21st of March, 1776, the keel of the *Raleigh* was laid and the construction of this boat proceeded so rapidly that it was launched on May 21st of the same year.

The next ship built at Portsmouth for the Continental Navy was the *Ranger*, a sloop of war mounting 16 6-pounders. It was this vessel with which the fame of Paul Jones is identified. On the 14th of February, 1778, Paul Jones, who was in command of the *Ranger*, received the first salute to the Stars and Stripes of the United States of America.

Other vessels of war constructed in Portsmouth in the early days were the *America*, *Crescent*, *Portsmouth*, *Seammel* and *Congress*.

Immediately following the creation of the Navy Department and the appointment of a Secretary of the Navy it was recognized that the Government should own its own Navy Yards for the building and equipping of its vessels of war. In accordance with these views the Secretary of the Navy, on the 25th of April, 1800, suggested to the President that investigations and surveys be made for the purpose of acquiring permanent yards.

All timber purchased for use in the construction of the first six frigates, authorized by the Act of February 25, 1799, was ordered deposited at Portsmouth, N. H., Boston, Mass., New York, N. Y., Philadelphia, Pa., Norfolk, Va., and Washington, D. C. The secretary, furthermore, stated that as the Yard of Mr. Langdon was hired for the construction of the frigate at Portsmouth, he believed it the truest economy to provide at once a permanent yard. An island, Fernald's, he stated could be purchased for \$6000.

Previous to these views of the Secretary, which were submitted to the President, the Secretary had directed Joshua Humphries, Esq., chief naval constructor of the United States, in an order dated January 29, 1800, to examine several eastern ports. The following is his summary of some of the advantages of a naval establishment at Portsmouth, N. H.:

1st. "The harbor can be fortified at small expense.

2nd. "Quick at and from sea; being but a short distance.

3rd. "Funnels Fernald's Island, belonging to Mr. Dennett, supposed to contain 45 acres, price \$6000, is the best and most suitable place for a dock or building yard of any other in Portsmouth Harbor—

4th. "There is on this island a sufficient quantity of stone for any building that may be thought necessary, also a suitable place for docking timber."

The result of this report and the Secretary's recommendation was the purchase of Fernald's Island from William and Sarah

Dennett on the 12th day of June, 1800, for the sum of \$5500.

In 1803 a house was erected for a dwelling, a barracks for marines and a bell-tower built. In 1806 J. M. Gamble, first lieutenant of marines, with a guard consisting of one sergeant, two corporals, fifteen privates and two musicians, was ordered by the Navy Department as a garrison for the protection of the Government property.

When war broke out with Great Britain in 1812, it became necessary to inaugurate a new policy with regard to the Portsmouth Navy Yard and it was placed in charge of an officer of the Navy. Lieut. Thomas MacDonough was selected for its command, subject to the orders of the commandant of the Boston Station.

On the 1st of April, 1813, Commodore Hull assumed command of the Portsmouth Yard, it having been decided to build one of the frigates at Portsmouth.

On the 9th of April, 1813, the Secretary of the Navy for the first time addressed Isaac Hull as Commandant of the Navy Yard, Portsmouth, N. H.

A disastrous fire broke out in the town of Portsmouth on the 22nd of December, which in eight hours destroyed 180 dwellings and 64 other buildings, covering an area of 15 acres. The value of the property destroyed was estimated at from \$250,000 to \$300,000. Commodore Hull, Captain Smith of the Congress, various crews in port and fire apparatus under their command rendered essential service. By their exertions much property was saved.

During the year 1814, the coast between Portsmouth and Boston was blockaded by a squadron of British vessels of war. These vessels were often in sight, between the mainland and the Isles of Shoals. Many false alarms were given and much apprehension existed as to the safety of the 74 (frigate under construction). Commodore Hull shared these fears and wrote to the Secretary of the Navy, strongly representing the defenseless state of Portsmouth and urged the necessity of additional fortifications and a military force for its defense. On the 14th of May, the Secretary informed the Commandant that Col. Walbach had been ordered to command the troops stationed here.

In July, 1815, the frigate 74 was christened the *Washington* and launched. The *Washington* was fitted out immediately as the flagship of Commodore Chauncey, who was ordered to command our squadron in the Mediterranean.

(To be continued.)



LAUNCHING OF THE SUBMARINE S-3.

SUBMARINE S-3 LAUNCHED PRACTICALLY COMPLETE.

The Submarine S-3 was successfully launched on Saturday afternoon, December 21, at 2:45.

As the Submarine started gracefully to slide on the ways, Mrs. William L. Hill, the sponsor, broke a bottle of champagne on the bow and christened the submarine the S-3.

The first attempt to launch the S-3 was made on Monday, December 16, but due to the poor quality of the tallow used the submarine refused to move further than 36 inches. Although this was somewhat of a disappointment to the officials it was quickly forgotten on Saturday afternoon, for it is questionable if any big submarine ever slid as gracefully as the S-3 did when it finally took the water.

The S-3 is indeed a credit to the Yard for she is one of the largest American submarines ever constructed. The displacement of the S-3 is 800 tons and when launched was practically ready for trial, for she carried her batteries and engines in place and there is very little work left to be accomplished. It is stated

on good authority that the S-3 is the nearest to completion of any submarine ever launched in this country. When it is considered that the submarine has been under construction only seventeen months it may be easily understood that a feat has been accomplished by the Yard when consideration is taken of the size of the boat and the quality of its construction and workmanship.

On Monday, December 23, a prayer was offered by the Knights of Columbus chaplain, Rev. Edward D. Henry, and the prayer was as follows:

"O, Almighty and Everlasting God, who exercises Thy supreme dominion, not only over the empyrean vault of the Heavens but also in the unsounded depths of ocean, we bow down before Thy might and majesty in profound adoration, praise and thanksgiving. Vouchsafe, O God, to bless all those here present, who with wonderment behold the successful termination of a work which has tried the ingenuity, the skill and the patience of men who toil. Eternal Father, graciously deign to pour forth Thy choicest blessings on all those who in any way, proximate or remote, contributed to the accomplishment of this herculean task requiring brain as well as brawn. And as of old Thou

didst cleave asunder the tumbling billows of the deep that Thy chosen people might pass dryshod and safe while the waters walled them on each side, so now and forevermore protect from all danger this submarine which amid scenes of joy and festivity we are to launch this day. Shield from all harm the men who entrust their precious lives and property to its keeping. May this day of cloudless sunshine be a prophetic harbinger of her successful career. May no unworthy quest, motive those who guide its destinies, but may her errands on and under the deep sea, be those which further the ends of peace and justice, humanity and Christian civilization. Through Jesus Christ, our Lord, Amen."

The history of the bottle of champagne used by Mrs. Hill in christening the S-3 is so unique that it has been considered well enough to give the facts of this history. It seems that Lieut. W. L. Hill, while cruising in the summer of 1885 near the mouth of the Magdalena River, State of Colombia, helped in assisting the saving of the British Steamer "Historian," which had run ashore. As a token of his appreciation the Captain of the "Historian" gave Mr. Hill a basket of champagne. Mr. Hill kept one of the bottles after distributing the others among his messmates and it was this bottle which had been in his possession for some thirty-three years that was used by Mrs. Hill in christening the S-3.

The full crew of the submarine as well as Commander J. W. Lewis, who will have charge of the S-3, were on deck when the big submarine gracefully slid down the ways and struck the water with such a splash that a wave was sent to the Kittery shore.

SAFETY ORGANIZATION

The first meeting of the various safety shop committees was held in the Yard restaurant on the afternoon of January 7. The Safety Engineer lectured on the value of the safety committee with particular reference to its value to the men.

The origin of the safety movement in foreign countries and its introduction into the United States was discussed. Emphasis was laid on the fact that the safety movement was not "a one man job," but that in order to have the movement a success it was necessary to have systematic and energetic team work. The value of a safety committee from a humanitarian as well as an efficiency viewpoint was likewise discussed.

The two essential elements in accident prevention are safeguarding and education. The government for over a year has been putting the physical condition of this plant into shape. By a study of statistics it is noted that only 5 per cent of accidents can be eliminated by putting the plant into a good physical and safe condition. Only through the education of "human element" can the other 95 per cent of accidents be reduced.

The duties of the shop committees consist of (a)

making of weekly inspections and the rendering of written reports; (b) investigating of accidents occurring in their shop; (c) instructing new men relative to the safe practice and handling of machinery, materials, etc.; (d) spreading of safety ideas through personal contact.

It is hoped to shortly start a keeping of the accident record in each shop with the hope of stimulating an increased interest. A "No Accident Day" is likewise to be tried shortly.

A book entitled "Foremen and Accident Prevention" was distributed to each one of the committee-men, who were asked if they would not familiarize themselves with the contents therein. Among the subjects covered in this book are the following: Belting, Blasting, Blood Poisoning, Boilers, Carelessness, Chipping, Cleanliness, Clothing and Hair, Compressed Air, Construction Work, Discipline, Doors, Electrical Apparatus as well as numerous other subjects. The book contains ninety-three pages and was published by the Travelers Insurance Company which concern has probably done more in the line of the education of employees in accident prevention than any other company in this country. Through the courtesy of the Travelers Insurance Company of Hartford, Conn., 5000 copies of the book entitled the "Employee and Accident Prevention" have been given to the Safety Engineer free of charge. These booklets will be shortly distributed by the committees.

Many of the suggestions that are made in this companion book are simple and readily understood. If employees of the United States would give heed to the suggestions contained in this little book there would be more than 10,000 of the workers of the United States alive a year from today.

The names of the employees who are on the safety committee from the various shops are as follows: Shipfitters' Shop, Ben Sturgeon, B. C. Magoon, L. A. Miles, A. E. Kimball, W. A. Cheney, P. T. Patey; Paint Shop, Joseph H. Morrill, S. A. Boston; Boat Shop, George Humphreys, John Dodge, Phillip Brooks, Hiram Tobey, Jr.; Joiner Shop, Mr. Blomberg, Mr. Walker, Mr. Thing; Master Machinist, Sidney Rand, O. E. Taylor, L. E. Hawkins, C. S. Lovell; Sheet Metal Shop, W. T. Burrowes, C. H. Prime; Pattern Shop, John H. Foye; Yardmaster, Fred Dyer, Fred Langley; Riggers' Shop, J. Pruett, William Laird; Trade School, T. G. Havener, J. Keene, L. J. Allen, A. F. Wildes, C. Gerton; Pigging Plant, John L. Leavitt; Building Trades, F. A. Briggs, G. L. Smith, H. C. Maker, A. J. Smith, W. S. Philbrick, F. S. Babb; Machine Shop Electrical, E. C. Berry, W. J. Bureau; Smith Shop, Walter Clark, David M. Swenson; Spar Shop, Milton E. Healey, Ralph Lutts, C. T. Winslow, Fred Wilson, J. Quirk; Outside Machine Shop, John B. LaFleur, Alonzo Wildes, Michael F. Cronin; Foundry, C. H. Garver, T. Massey; Outside Electricians and Power Plant, T. Ruxton, C. Pike.

It is hoped to change this personnel after three months' trial, so that new men will be automatically taken in.



MR. CHARLES F. DRAKE

MR. CHARLES F. DRAKE HAS "GONE WEST."

On the afternoon of Monday, December 9, 1918, Mr. Charles Drake, foreman of the Sheet Metal Shop, was suddenly attacked by apoplexy and before he reached the Dispensary he had passed on to the other world from whence no man ever returns.

Mr. Charles Fabyan Drake, the son of the late Fabyan P. and Elizabeth Elkans Drake, was born in South Boston, Mass., February 10, 1874. At the age of 10 years Mr. Drake's parents moved to Kittery, Me., where he has resided ever since. Besides attending the public school in Kittery he took a course of three years at the Kittery High School.

When only 16 years old Mr. Drake was called on the Navy Yard as an apprentice plumber. Through his conscientiousness and love for his work he quickly passed through the ratings of leadingman and quartermaster and at the time of his death was foreman of the Sheet Metal Shop as well as the plumber and coppersmith departments.

The loss of Mr. Drake is the more keenly felt for he was a citizen who interested himself considerably in school, church and social life matters. He was held in high esteem, not only by everyone who came in contact with him on the Yard, but likewise by the townspeople of Eliot, where he had resided since 1898. At the time of his death he was chairman of the Conimunity Local Red Cross in Eliot.

Mr. Drake's death will mean a great loss to the Yard and to the community as a whole for there is no greater honor that can be paid to a man nowadays than to say that he was "white" throughout. Mr. Drake's kindly nature as well as his fair-mindedness and square dealing could not help but reflect on his associates. It is stated on good authority that the co-operation shown by the employees coming under Mr. Drake's departments was as fine an example of any co-operation that could possibly be hoped for. The suddenness of Mr. Drake's passing onward was

a surprise to everyone for he seemed to be more jovial and in better health than his friends had seen him for years. It is stated by one of his friends that he had frequently expressed himself to the end that he hoped "that when he died he would pass away quietly and quickly," and thus was his desire granted.

In the death of Charles Fabyan Drake, the Yard has lost one of its greatest workers. Mr. Drake never put himself in the limelight but was always contented to be a servant to useful suggestions and ideas whenever offered. Although Mr. Drake did not stand out as a man who performed spectacular feats, he did stand out nevertheless conspicuously for the efficient way in which the work given to him was carried out. In filling his duties as Foreman of the Sheet Metal Shop, particularly during the war, he did not spare himself but labored hard and long and performed his duties to the entire satisfaction of all.

He was a genial and companionable man, who made friends easily and likewise retained their respect and admiration. Conscientious in his work, he expected equal conscientiousness in others; but he could excuse shortcomings if he knew they were not due to carelessness and he always was ready with encouragement.

A man of Mr. Drake's type is not soon forgotten. His loyalty and enthusiasm were an inspiration and will be a lasting and worthy monument to his memory. His death closes the career of a man who will always be remembered for the work he did during his twenty-eight years on the Yard.

WILLIAM HILLMAN, JR.

The many friends of William Hillman, Jr., will probably be both pleased and sorry to learn that he has tendered his resignation as Assistant Shop Superintendent of this Yard. Pleased to learn that he is taking a more responsible position elsewhere, sorry to learn that he is going to leave us. Mr. Hillman was graduated from Colgate College and previous to coming on the Yard was connected with the Nashua Manufacturing Company as a production and efficient engineer.

Mr. Hillman's first duties began on November 26th, 1917, when he was assigned to the Electrical Machine Shop with the rating of Quartermaster Machinist. For over a year Mr. Hillman labored in the Electrical Machine Shop perfecting schemes and systems whereby the efficiency of the shop was increased. The installation of a planning department was the most important work.

The Yard activities he was particularly interested in was the Navy Yard Baseball League, Theatrical Show and miscellaneous welfare work in Building 79.

At the farewell reception tendered to Mr. Hillman, he was presented by the employees of the Electrical Machine Shop with a gold watch and chain, a traveling bag and tourist's set.

The popularity of Mr. Hillman extended throughout the Yard, and his many friends extend to him their wishes for his future success in his new work.

ORGANIZATION—INDUSTRIAL DEPARTMENT

In this issue of the "Life Buoy" there appears a group photograph of the officers and employees working in Building 81, our Industrial Department office. The organization is as follows:

OFFICERS.

OFFICE.

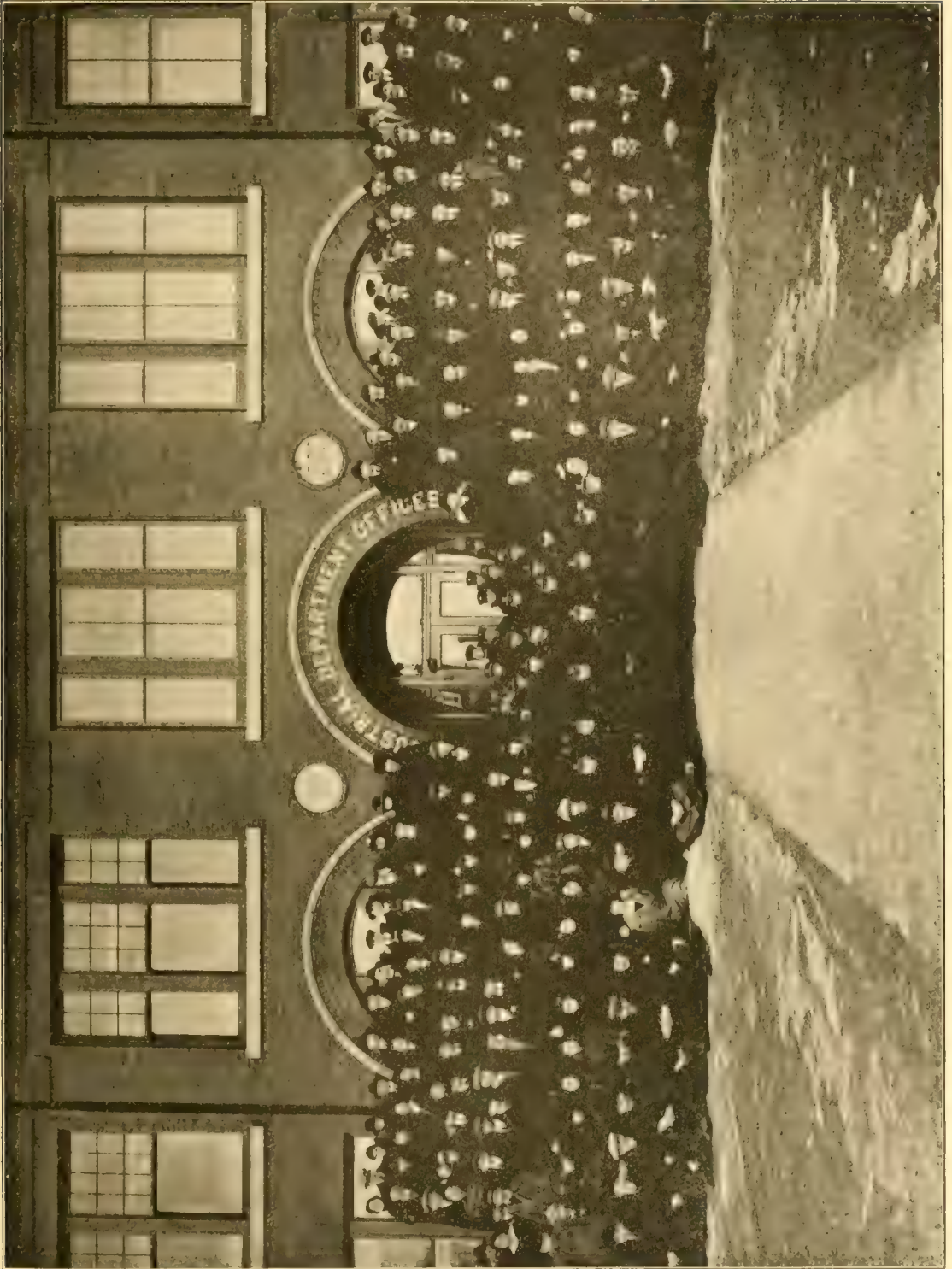
L. S. Adams, Capt. (C. C.) U. S. N.	Industrial Manager
H. L. Wyman, Capt., U. S. N.	Assistant Manager
J. E. Palmer, Commander, U. S. N. (Ret.)	Engineering Superintendent.
E. H. Brownell, Commander (Civ. Eng.) U. S. N.	Public Works Superintendent.
R. W. Ryden, Commander (C. C.) U. S. N.	Shop Superintendent.
H. S. Howard, Commander (C. C.) U. S. N.	New Construction Superintendent.
P. T. Wright, Lieut. Comdr. U. S. N.	Asst. to New Constr. Supt.
H. T. Sandlin, Lieut. Comdr. (Pay Corps) U. S. N.	Accounting Superintendent.
J. D. Sloane, Lieut. Comdr., U. S. N., (Retired)	Asst. to Engineering Superintendent.
M. N. Usina, Capt. of Engineers, U. S. C. G.	Asst. to Engineering Superintendent.
R. J. Boyd, Lieut. Comdr., (C. C.) U. S. N. R. F.	Construction Superintendent.
R. W. Ferrell, Lieut. (C. C.), U. S. N.	Asst. to New Constr. Supt.
A. K. Fogg, Lieut., Civ. Eng., U. S. N.	Asst. to Public Works Superintendent.
H. F. McCarty, Lieut. (C. C.), (T.), U. S. N.	Asst. to Shop Superintendent.
J. S. Jones, Lieut. (C. C.) (T.), U. S. N.	Asst. to Shop Superintendent.
James Fife, Jr., Lieut., U. S. N.	Asst. to New Constr. Supt.
T. E. O'Brien, Lieut. (C. C.), U. S. N.	Asst. to Construction Superintendent.
W. A. Sullivan, Lieut. (C. C.), U. S. N.	Asst. to Construction Superintendent.
S. Floathe, Lieut. (C. C.), U. S. N., (Retired)	Asst. to Shop Superintendent.
H. E. Kershaw, Lieut. (T.), U. S. N. (Retired)	Asst. to Engineering Superintendent.
Otto Johnson, Lieut. (T.), U. S. N.	Inspection Officer.
H. B. Heath, Lieut. (T.), U. S. N.	Surveying Officer.
H. L. Hilton, Lieut. (Civ. Eng.), U. S. N. R. F.	Asst. to Public Works Superintendent.
W. S. Edsall, Lieut., U. S. N. R. F.	Asst. to New Constr. Supt.
R. B. Horning, Lieut. (j. g.) U. S. N. R. F.	Asst. to Engineering Superintendent.
G. I. Wright, Lieut. (j. g.) U. S. N. R. F.	Asst. to New Constr. Supt.
K. Reid, Lieut. (j. g.) (C. C.), U. S. N.	Asst. Constr. Supt.
F. W. Rasch, Ensign (T.), U. S. N.	Asst. to Shop Superintendent.
A. O. Barker, Ensign (P. C.), U. S. N. R. F.	Asst. to Accounting Superintendent.
P. D. Loomis, Gunner, U. S. N.	Asst. to New Constr. Supt.
C. R. Marshall, Carpenter, U. S. N.	Asst. to Shop Superintendent.

CIVILIAN HEADS OF SECTIONS.

C. R. Wasgatt	Chief Clerk of Department.
A. S. Rundlett	Maternal Clerk.
H. C. Twombly	Chief Clerk Accounting.
R. G. Rowe	Recorder of Labor Board.
A. H. Robinson	Chief Stenographer.
T. S. Marden	Assistant Inside Superintendent.
J. C. Dolan	Job Order Clerk.
J. W. Woodward	File Clerk.
J. F. Flanagan	Time Clerk, Accounting.
W. A. Densmore	Report Clerk, Accounting.
J. W. Marcous	Cost Clerk, Accounting.
A. J. McComt	Chief Estimator.
J. R. Hugelman	Safety Engineer.
D. J. Leahy	Inspector of Manufacture.
T. K. Hilderbrand	Mfrs. Clerk.
D. L. Long	Personnel Clerk.
G. E. Hammond	P. W. Clerk.
W. F. Harris	Timber Inspector.

CHIEF DRAFTSMEN.

A. V. Curtis	Submarine Construction.
A. L. Case	Machinery Division.
F. R. Currier	Construction and Repair Division.



MIXED THEATRICAL SHOW

Pleased Large Audiences.

On the evenings of December 19 and 20, the employees of the Navy Yard, who took part in the "Mescalanza," or mixed theatrical show, scored undoubtedly the biggest social success ever made by employees of the Yard. For, on these two evenings the Portsmouth Theatre was packed and by the way the encores were demanded there can be no question but that everyone, who was fortunate in seeing the show, was pleased and delighted. The fine manner in which everyone spoke of the show and the fine accounts appearing in the Press should make the cast all feel proud that their efforts and talents were appreciated.

According to the Press the show scored a decided hit and it was stated that the show was the best amateur production ever given in this part of the country. In that the show was so well balanced by such fine talent it is very difficult to give any one of the cast any more credit than any of the others. The entire company showed exceptionally good training and sang unusually well. The first part minstrel was a tremendous success and the different numbers were finely rendered.

The show was produced under the personal direction of Mr. Henry J. Quinn of Amesbury, Mass. It was mainly due to his untiring efforts that the show proved such a success. Although he has produced shows for thirty years this was his first attempt in Portsmouth and it seems quite likely that he may be called upon again.

The performances were given for the benefit of the Portsmouth Red Cross and the total sale of tickets amounted to \$1458. The expenses incurred amounted to \$522.65, leaving a net balance of \$935.35, which amount was sent to the Portsmouth Red Cross by the Industrial Manager, Mr. L. S. Adams. It is stated upon good authority that this is the largest amount of money ever collected for charity in two nights by any organization in Portsmouth. The expenses were kept unusually low because of the fact that the Allied Theatres Company of Portsmouth granted the free use of the Portsmouth Theatre and also paid for the heating and lighting of the theatre. The furniture used was kindly given by the Portsmouth Furniture Company. Through the courtesy of the Loyal Order of Moose no charges were made for use of their home in holding the twenty-one rehearsals.

The entire organization, a cast of some 135, with the exception of one soloist, is employed on the Yard, this including the orchestra, all of the principals, a large chorus, the pony ballet and the young lady ushers.

The opening medley overture proved unquestionably to be the finest overture ever produced by amateurs in this vicinity. The dancing of the pony ballet was a caution and these dancing dolls certainly made a hit in their red, white and blue costumes.

The difficult part of interlocutor was well handled by Mr. Thomas Lynch and showed he possessed remarkable ability along these lines. The solo ballads

offered by Miss Marie Hill and Mr. Thomas J. Brennan were well received and encored. Tom Brennan of Building 80, who sang for the first time in Portsmouth, has an exceptionally fine voice and it is small wonder he is so popular in Dover.

There were two sets of active ends, C. Carlton Coffin and Wallace Richardson; Thomas J. Mullen and Clifford Picott. It is very difficult to give any one of the ends more credit than any of the others for they all sang and performed to perfection. Mr. Mullen scored a big hit with his song, "Beatrice Fairfax, Tell Me." His local hits especially the one directed to Mr. Bartlett, the newly elected governor, who was in a box, on the new Portsmouth-Kittery Bridge proved a feature. His remarks on Mayor Ladd and Mayor-elect Hislop likewise took well. So many encores were demanded from Mr. Mullen that at the end he could hardly whisper. Picott also had some good jokes and his song, "When I Gets Out in No Man's Land," was well rendered and applauded. In this song Master Donnell Butler was featured and this shaver danced and turned cartwheels like an old-timer and to the great delight of the audiences. Richardson and Coffin were also good and their jokes and songs were well handled and rendered. Miss Nellie Barron and Mr. Frank Brannigan, who sang the duo, "I'd Like to Sail to Loveland," was not only well received but likewise encored quite a few times. The way Ernest Heywood broke in with his part was a caution and his Slippery Elm Tree song entitled, "Woodman, Spare That Tree," might well stand any married man in good stead.

The entre act, a one act sketch written by Claude O. Whitley of Building 80, and acted by Messrs. Whitley, Hackett and Duran, proved to be an act which is a credit to Mr. Whitley. It was well acted and applauded.

The condensed musical comedy, "In Quarantine," was offered as the second part of the show and those taking part in the cast performed their work decidedly well. If any of the cast stood out somewhat better than the others, mention should be made of Miss Dorothy Philbrick, who took the part of Mollie, Miss Eleanor Reich, who took the part of Margaret, Joseph Taylor, who took the part of Johnny, and Aleck Zubkus, who took the part of the organ grinder.

Mr. Joseph Taylor, who took the part of Johnny and who sang the songs, "Give Me the Moonlight," "The Rose of No Man's Land," and the duo "Don't You Tell," (with Miss Eleanor Reich), was probably the most decided hit of the evening. The musical numbers which he sang were unusually good. Mr. Taylor's naturalness on the stage was likewise particularly noticeable and commented upon.

Miss Reich scored heavily in her two songs and particularly in the duo with Mr. Taylor entitled "Don't You Tell." The feature of this song proved to be her generosity in throwing pinks, a bouquet of which were presented to her on the stage, to various persons in the audience.

Mr. Wallace Richardson, who took the part of the sergeant in the cast and who sang the song, "Amer-

ica," likewise sang well. A tableau scene, not only delightful but exquisite, was worked in conjunction with the singing of the song "America." The grand chorus brought the show to a close with a bang. The final scene showing the statute of Liberty holding the burning torch and the full company, some 150 people, brought down the house.

The electrical display work showing the Portsmouth Red Cross and other electrical effects were well arranged and credit should be given to Mr. Jack Pethic.

Few people were aware of the fact that the orchestra which rendered the music was not organized until two weeks before the show. The orchestra played unusually well, considering the short time that they were together. Miss Dorothy Cotton, who played at the rehearsals and likewise in the orchestra, was remembered by the cast when she was presented with a pearl brooch. The cast also remembered Mr. Quinn for he was pleasantly surprised by being presented with a diamond studded Elk's pin.

It may well be said that the show was a most decided success and that each and every person taking part in the show performed so well that it was very difficult to give any special credit to any one.

The following are the members of the company:

Interlocutor—Mr. Thomas Lynch.

Soloists—Miss Marie Hill, Mr. Thomas J. Brennan.

Ends—Thomas F. Mullen, C. Carleton Coffin, Ernest Heywood, Nellie Barron, Theresa Renner, Theresa Paul, Marie Pauze, Florence Garland, Mabel Pinkham, Clifford O. Picott, Wallace Richardson, Master Donnell Butler, Frank Brannigan, Albert Dockum, Stephen Catlin, Paul Schoolcraft, Frank Preston, Albert Ferguson.

Pony Broilers—Doris Lomas, Ethel Barrett, Lulu Fernald, Gladys Moore, Jennie McLaughlin, Gladys Butler, Madeline Backus.

Chorus—Lena Driscoll, Helen Moran, Ellen Welsh, Katherine Herlihy, Mary Kilroy, Mary Jordan, Florence Warshaw, Isabel Craig, Lillian Miller, Una Badger, Mary Kirvan, Ralph Verity, John Locke, George Kane, Charles Parker, Fred Henderson, Harold Fernald, Hollis B. Cole, Nellier Call, Grace Rand, Helen Kusky, Clementena Kane, Gladys Moore, Nora Dwyer, Ella Hammond, Gertrude Rossley, Katherine Thompson, Lucille Simonds, Ellen Keith, John Downs, Wilbur Fernald, Arthur Cate, Clinton Durant, Karl Chick, John Morrill, E. J. Rivais, Eva Cooney, Mabel Trueman, Gertrude Perry, Josephine Roberge, Helen Kelliher, Theresa Woods, Mildred Brown, Frances Gonyer, Marion Wilson, Pearl E. Foust, Beatrice Chandler, Clyde Fiske, Paul Crockett, Raymond Moutelle, Alphonse Vinciguerra, Perley A. Whitney, R. E. Trefethen.

MINSTREL PROGRAM.

Opening Medley Overture (Potpourrie), Popular 1918 Melodies.....Ends, Ponies and Company
End Song—"Blue Ridge Blues".....C. Carlton Coffin
Solo—Selected.....Thomas J. Brennan
End Song—"You'll Find Old Dixie Land in France"
Wallace Richardson

Duo—"I'd Like to Sail to Loveland".....
Nellie Barron, Frank Brannigan
Topical Song—"Beatrice Fairfax, Tell Me".....
Thomas J. Mullen
Specialty—"Woodman, Spare That Tree".....
Ernest Heywood
Solo—Selected.....Miss Marie Hill
End Song—"When I Gets Out in No Man's Land"..
Clifford Picott
Medley—Patriotic Finale.....Entire Company

ENTRE ACT.

A One-Act Sketch, "A Good Fellow."

Bob Layton.....Claude Whitley
Harry Thorne.....Earle Hackett
Jack Blake.....A. C. Duran

SECOND ACT.

Musical Comedy, "In Quarantine."

Mollie.....Miss Dorothy Philbrick
Margaret.....Miss Eleanor Reich
The Widow.....Miss Stella Chamberlain
Johnny.....Joseph G. Taylor
Tom.....Claude O. Whitley
Lawrence.....Earl Hackett
Joshua Frye.....Harold R. Quimby
Bud Frye, his son.....Harry Smith
Orzan Grinder.....Aleck Zubkus
The Spoiled Child.....Harold M. Vincent
Sergeant.....Wallace Richardson
Hotel Attendants.....Frank Brannigan, Paul Schoolcraft
Coal Man.....A. C. Duran
Chauffeur.....Winfield O. Sprague
Spirit of 76—Charles E. Parker, Wilbur A. Fernald,
Karl B. Chick.
Spirit of 61—H. S. Call, T. Entwistle, W. H. Smith.
Abraham Lincoln.....Arthur W. Cate
Slaves.....Samuel Palmer, William Palmer
Spirit of 98—L. B. Colburn, J. P. Kelley, W. Scully.

"SPIRIT OF 1918"

General Pershing.....Thomas Lynch
Columbia.....Mrs. Albert Craig
Uncle Sam.....Perley A. Whitney
Liberty.....Nellier A. Call
Color bearers, sailors and soldiers.

Red Cross Nurses—Miss Frances Gonyer, Mrs. Noah O. Foust, Miss Mary J. Jordan, Miss Florence Warshaw, Miss Mary Kilroy, Miss Lillian Mulcahy, Miss Marion Wilson, Miss Ethyl M. Ryan, Miss Ellen Keefe, Mrs. C. J. Herbert, Miss Una Badger, Miss Lillian Miller.

MUSICAL NUMBERS

"Give Me the Moonlight".....Joseph Taylor and Ponies
Special—Skating Act.....Buren B. Roberts
"There's a Service Flag at Our House".....

Eleanor Reich

"Rose of No Man's Land".....Joseph Taylor
"Don't You Tell".....Eleanor Reich, Joseph Taylor
A-m-e-r-i-c-a.....Wallace Richardson and Company
Stage Manager—Herman G. Crompton.

Assistant Stage Manager—Arthur L. Hartford.
Master of Properties—C. C. Washburn, Howard Crompton.

Electricians—Jack Pethic, Clifford Pike.

Stage Carpenter—Joseph Taylor.

Orchestra—Messrs. S. B. Gage, E. Moulton, M. Schoeph, W. Burridge, E. J. Kitteridge, S. W. Bailey, R. Howarth, H. E. Hodgson, J. E. Scammon, Miss D. Cotton, S. Meserve.

The executive committee were: John R. Hugelman, chairman; Miss Eleanor Reich, Miss Stella Chamberlain, Mr. Arthur Hartford, Mr. Charles Tucker, Mr. Thomas Hilderbrand.

The young lady u hers were: Misses Little, Gould, Bragg, Hodgkins, Brewer, Earle, Bracy and Detheridge.

PEERLESS ORCHESTRA

An orchestra, the director of which is Mr. S. B. Gage, has been formed on the Yard, and have decided to call themselves the Peerless Orchestra. The other members of the orchestra are: E. Moulton, M. Schoeph, W. Burridge, E. J. Kitteridge, S. W. Bailey, R. Howarth, H. E. Hodgson, J. E. Scammon, Miss D. Cotton, H. Micott and S. Meserve.

It was this orchestra that played so well at the evening performance of the Mescalanza given by the employees of this Yard at the Portsmouth Theatre on December 19 and 20.

The orchestra, according to Mr. Gage, are open for engagements and expect to hold a dance some time in March. This dance will be strictly for Yard Employees and their friends.

EMPLOYEES TAKING PART IN SHOW VOTE OF THANKS

1. The Executive Committee, who had charge of the Mixed Theatrical Show, wish to herewith express their appreciation and sincere thanks for the fine spirit of co-operation shown by all employees taking part in the show.

2. It is needless for the Committee to say that the show was a grand success, for this has been already voiced by those fortunate enough to see the show and by the press.

3. A good sized check, somewhat over \$900.00, will be shortly given to the Portsmouth Branch of the Red Cross. This is, indeed, a most splendid gift, and employees taking part in the show should feel honored in that the offering of their services and talents made this gift possible.

4. The Executive Committee furthermore wish to send their best wishes for a Happy and Prosperous New Year.

J. R. HUGELMAN, Chairman.
MISS ELEANOR W. REICH.
MISS STELLA B. CHAMBERLAIN.
MR. ARTHUR L. HARTFORD.
MR. CHARLES TUCKER.
MR. THOMAS HILDEBRAND.



MR. CHARLES A. WENDELL

MR. CHARLES A. WENDELL

FOREMAN SHIPWRIGHT

The announcement of the death on Dec. 16th of Mr. Charles A. Wendell, Foreman of the Spar and Block Shop, and Master Shipwright, will be received with deep sorrow by those within the circle of his intimate associates as well as by the many employees on the Yard. Mr. Wendell was a companionable man and always retained the respect of the friends he made.

He first began work on the Navy Yard in 1861 as an apprentice and his first employment was on the Frigate Kearsarge, which was launched during the Civil War. After he had finished his apprenticeship and in order to better fit himself he took a course as Sparmaker in the yard of William R. Martin. For two years he was employed as a sparmaker at Young's Spar Yard at Boston, Mass.

In 1872 Mr. Wendell again came to Portsmouth and accepted a call to the Yard as an expert sparmaker. He showed such proficiency in his work that in 1872 he was appointed Foreman Spar and Block Maker. In 1913 the Shipwright department was assigned to him and he was given the title of Foreman Shipwright. Under his supervision the manufacture of boat spars, blocks, cooperage, and numerous other articles used in outfitting ships was carried on.

In point of service he was the oldest Foreman on the Yard for since the time of his appointment as Foreman Spar Maker in 1874, Mr. Wendell was only away from the Yard for a short time.

Mr. Wendell was greatly esteemed by all who knew him. He was always loyal to the Government and the work he did will be a lasting monument to his memory.

UNITED WAR WORK CAMPAIGN

This yard finished in fifth place in the United War Work Campaign, the total pledges for the Yard amounting to \$13,873.04. This credit was made up as follows:

Civil employees—

Pledged at Yard.....	\$11,059.24
Pledged outside Yard.....	902.56
Officers and men.....	1,912.04

The subscriptions from the civil force were credited to the allotment of the home towns of the subscribers. It is interesting to note that 115 cities and towns were represented, reaching from Vinal Haven, Me., to Washington, D. C.

Chaplain Rountree was designated by the Commandant to have general supervision of the drive and John C. Dolan acted as chairman for the civilian force.

The Industrial chairman concluded his report with the following summary:

"While the total number of contributors was not as large as expected, the generous amounts donated by the large number of contributors made it possible for the Yard to retain its record for doing big things.

"Credit is due the Shop Chairmen and their assistants for the hearty co-operation and untiring efforts in carrying this drive to such a successful conclusion."

Shop.	No. on Roll.	No. Con-tributed.	Quota.	Pledged at Yard.	Pledged Outside.	Per Cent
Supply	236	198	\$411	\$831.29	\$	202
Office	81	58	250	226.54	58.00	114
Comdt. Of. (Ind.)			20	22.00		110
Elec. No. 89.....	161	134	497	438.51	107.50	110
Smelter	30	30	81	85.00		105
Paint	80	74	257	217.50	56.25	104
Smith	117	104	356	332.28	28.00	101.2
Boiler	54	50	146	139.97	29.50	101.1
Boat	272	272	813	705.46	115.81	101
Spar & B.....	325	325	967	870.00	100.00	100.3
Drafts. (Sub.)..	46	46	179	179.31	2.00	100
Drafts. (H. M.)						
& P. W.)..	29	19	108	80.50	20.00	93
Pattern	30	27	105	82.00	12.00	89.5
Lab. & Rig.....	189	150	474	349.00	50.00	84.2
Estimators	65	25	168	134.86	13.00	82.7
Trade School..	262	200	517	317.17	105.00	82
Sheet Metal....	289	260	763	624.07		81
Machine (Out.)	279	200	888	688.00		77.5
Power Plant...	76	55	227	172.90		76
Elec. Mach.....	868	430	2046	1510.52		73.3
Transportation	70	35	172	92.00	32.00	72
Sail Loft.....	25	20	69	52.00		71
Shipfitter	384	300	2125	1314.00		72
Structural	307	263	961	554.25	73.50	64.5
Mach. (In.)						
Bldg. No. 80..	431	360	1380	511.96	100.00	44.3

Joiner'	179	100	486	278.09	43
Foundry	232	190	678	250.00	37

Totals

Total credit for Yard, \$11,961.80.

SUGGESTIONS FOR SAFETY OF MACHINISTS

Exercise care in keeping jackets, sleeves, etc., buttoned or properly fastened. Loose clothing should not be worn around machinery. Your safety will be constantly menaced if you wear torn or ragged clothing.

It is your duty to keep all safeguards in place on gears, pulleys, and other moving parts of machinery, and to see that others do the same. By so doing you may justly feel that you are preventing injury to yourself or to a fellow-employee.

Oiling, repairing or cleaning machinery should never be attempted while the machinery is in motion.

It is important that you so place tools or material that they can not be jarred down on a fellow-workman or on yourself.

Serious tripping hazards occur where materials or tools are allowed to lie in passageways. You should never be guilty of such carelessness.

It is to your own advantage to see that all ladders and scaffolds on which you may be called to work are in safe condition before using them.

Ruptures and severe strains are often caused by lifting heavy materials. Should you desire to move machinery or other heavy objects, you should either obtain sufficient help or use proper hoisting apparatus.

Do you realize that defective wrenches have caused many serious accidents? Be sure your wrenches are in good working order.

If you value your eyesight, never fail to wear goggles when there is danger of chips or other material striking the eyes. Chipping, grinding, turning, riveting, milling and babbitting all present eye hazards.

Flying chips from "mushroomed" tools have often resulted in injuries. All such tools should be turned in to the tool dresser.

Proper treatment should be given to bruises and cuts. Tobacco juice and spit can not be classed as satisfactory agents. They may cause serious infection.

fooling and horseplay should have no place in the shop or around work. Your own safety demands that you prevent them. Compressed air apparatus should never be directed to a fellow-workman. It has caused painful and sometimes fatal injuries.

Be sure and block securely all articles on which you have to work. This is especially necessary in laying out holes on metal parts with high center of gravity.

Hoisted loads should not be worked on until they are securely blocked. Your safety is endangered when you use defective hoisting apparatus.

When you have to work at a height above the

ground, do not fail to provide a "Danger Men Above" sign as a warning to those below.

Remember that safety precautions pay the best kind of dividends in the way of life itself.



MR. FRED F. HAYES

OUR MASTER MACHINIST (AFLOAT)

Our Master Machinist (Afloat), who for twenty years has been at work on the Portsmouth Navy Yard, needs no introduction for practically every one knows Mr. Fred F. Hayes. Mr. Hayes is practically a Yard-made man and he has worked on this Yard ever since the time when he first was called as a third-class machinist.

Mr. Fred Frost Hayes was born in the city of Chicago, Ill., on the fourth day of May, 1874, and spent the first part of his life in Chicago. When about thirteen years of age, Mr. Hayes' family moved to Portsmouth, N. H. He was graduated from the grammar and high schools of Portsmouth, and for three years took a mechanical engineering course at the New Hampshire State College, at Durham, N. H.

On the twenty-sixth of May, 1899, Mr. Hayes was called on the Yard as a third-class machinist, and his work was so exceptionally good that he was rated up to a leading man in 1900. Showing further marked proficiency in his work, he was appointed as quartermaster in 1901. Some time in 1911, after being a quartermaster for some ten years, Mr. Hayes was appointed Master Machinist (Afloat), which appointment he still holds.

As Master Machinist (Afloat), Mr. Hayes has charge of the engine, boiler and ordnance work on ships which make their home at the Portsmouth Navy

Yard. The machine and ordnance work on all submarines has been assigned as the duties of the Master Machinist (Afloat).

The maintenance and inspection of all the elevators and cranes on the Yard, as well as the machines in the shops, likewise come under the jurisdiction of Mr. Hayes.

Under Mr. Hayes' supervision forced lubrication systems were placed on numerous cruisers and the installations proved so highly satisfactory, that a considerable amount of credit and good will have been established for the Portsmouth Navy Yard. Special mention should be made of the forced lubrication system which was installed on the battleship New Hampshire, for the work performed was carried out in less time, at a less cost and with better workmanship than at other yards and so successfully, that even the New York Yard was beaten. This is indeed a record that Mr. Hayes is rightly proud of.

Numerous letters of commendation from commanding officers have been sent to the Industrial Manager complimenting upon the quality of work performed by the men employed under the Master Machinist (Afloat).

Mr. Hayes, when questioned by the editor as to the one big event in his life incidental to his work on this Yard, stated that he thought it was "The taking of the gunboat 'Don Juan De Austria' to Detroit, Michigan." It seems that the gunboat was captured from the Spanish at Manila, and sent to the Portsmouth Navy Yard for repairs. Mr. Hayes was ordered to take the boat to Detroit, Michigan. His crew consisted of the Michigan Naval Reserves, who were temporarily assigned. Mr. Hayes took the gunboat to Detroit via the St. Lawrence river and the Welland Canal.

The policy of our Master Machinist (Afloat) in his dealings with his employees, to use his own words, is, "To give a man a square deal as long as he proves himself white." Employees striving for increased ratings are granted the same when found duly qualified and before designated meetings of the quartermen and leadingmen, coming under Mr. Hayes' jurisdiction.

As a sportsman, Mr. Hayes has few equals in this part of the country for his hobby is fishing and gunning. He claims that he has travelled nearly every foot of the Maine and New Hampshire woods, and that he rarely returns without bringing something to prove that he can fish and gun as well as work.

OUTSIDE MACHINE SHOP

In this issue of the "Life Buoy," appears the group photograph of the employees of Building 89, Outside Machine Shop. The master machinist is Mr. Fred F. Hayes; the quartermen are Messrs. H. J. Chandler and W. H. Falconer, who are in charge of work on the submarines; S. E. Caswell, who is in charge of piping work on ships; W. M. Fife, quartermen in charge of machine work on ships, and P. H. Leavitt, quartermen in charge of work in Building 89. The

leadingmen are Messrs. G. A. Cate and R. B. Ward in charge of piping work on ships, H. L. Rose and W. P. Hayes, and W. F. Hester in charge of machine work on ships; C. E. Bridges, K. F. Hayes, J. Keene, Jr., H. H. Gile, who are in charge of machine work on submarines; C. A. Becker, in charge of piping work on submarines, and B. J. Ferrin, in charge of repair work on cranes and elevators.

ACCOMMODATIONS AT GOVERNMENT HOTELS

The attention of Navy Yard employees is invited to the fact that there are a limited number of good rooms now available at the Government Hotels Charnowne and Pepperrell at Kittery Point. Owing to the departure of a number of employees whose homes are in other localities and who came here simply for the War emergency, a number of rooms in these hotels have become vacant. In order to avoid operating the hotels at a loss, it was found necessary to temporarily close the Hotel Parkfield, the smallest of the three, as the other two hotels are now able to meet existing demands for accommodations. The Hotel Parkfield may later on be put into operation again if the demand for accommodations is sufficient to justify it.

Employees desiring good board and lodging at reasonable rates should make early application. In order that the cost may be kept as low as possible, the hotels should be operated at all times near their maximum capacity. Rates at these hotels are based on actual cost. The Government does not make any profit on them. It is understood that the rates are very much lower than for similar accommodations and service at private establishments.

A REMARKABLE PROPHECY

Written by Victor Hugo in 1830, only nine years after France's military defeat by Germany. With the brotherly co-operation and inspiration of America this vision is now being realized, and its full significance is World Democracy.

"Then France will suddenly arouse herself. She will become formidable. She will regain Alsace and Lorraine. Is it enough? No! No! She will capture—listen!—Trevés, Mainz, Cologne, Coblenz. And you shall hear France cry: 'The clock strikes my hour! Germany hear me! Am I thine enemy? No, I am thy sister! I have taken all from thee, I return all to thee upon one condition: that we shall no longer be a divided people; that we shall be one united family, one republic. I will demolish my fortresses, thou thine—my vendetta is brotherhood. No more frontier. The Rhine, mine and thine

"We shall be the liberty of Europe. And now let us clasp hands, for we have rendered each a reciprocated service. Thou hast freed me from my emperor. I will free thee from thine! "

APPRECIATION

It is well said that a word of appreciation goes a long way towards transforming a hard, exacting task into something bright and attractive. Perhaps one reason for the unfailing and efficient work of the repair section at this Yard is to be found in the fact that the word of appreciation has not been withheld, as witness the following letter, one of many received in the offices of the Industrial Department:

"U. S. S. St. Louis,

"January 20, 1919.

"Captain T. E. Palmer, U. S. N., Engineering Superintendent, Portsmouth Navy Yard.

"Dear Sir—I am writing as I said I would to let you know of the performance of the Starboard High Pressure piston valve which you so thoroughly overhauled for us.

"To date we have driven this engine up to 100 RPM. and have had not the slightest trouble. The valve has functioned perfectly, there has been no warming of the guide, etc.

"I thank you again for your many kindnesses.

"F. G. KUTZ,

"Senior Engineer Officer."

Particular gratification is derived from the fact that the repair referred to had been undertaken, without success, at three other places prior to the arrival of the St. Louis at this Yard.

JUST WATCH YOURSELF GO BY.

Just stand aside and watch yourself go by

Think of yourself as "he" instead of "I"

Note closely, as in other men you note,

The bagged-kneed trousers and the seedy coat

Pick flaws; find fault; forget the man is you

And strive to make your estimate ring true

Confront yourself and look you in the eye

Just stand aside and watch yourself go by.

Interpret all your motives just as though

You looked on one who's aims you did not know,

Let undisguised contempt surge through you when
you shirk

O commonest of men! despise your cowardice,

Condemn whate'er you note of falseness in you
anywhere,

Define not one defect that shames your eye,

Just stand aside and watch yourself go by.

And then, with eyes unveiled to what you loathe,

To sins that with sweet charity you'd clothe.

Back to your self walled tenement you'll go,

With tolerance for all who dwell below;

The faults of others then will dwarf and shrink

Love's chain grow stronger by one mighty link;

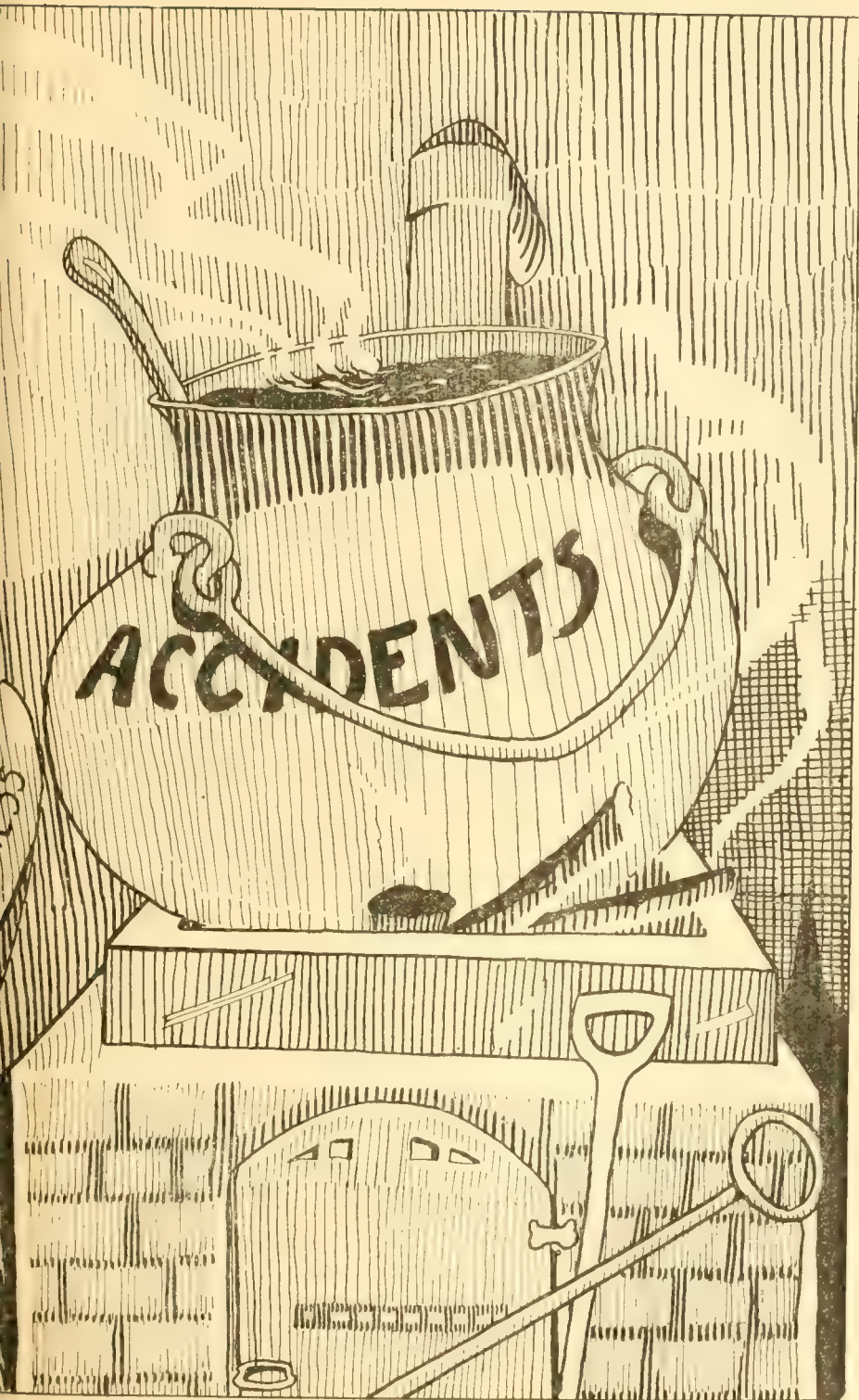
When you, with "he" as substitute for "I"

Have stood aside and watched yourself go by.



BIRCHALL
BLDG 79

THIS IS THE HOME OF C



ELESSNESS. KEEP AWAY!

DRIVING THE FIRST RIVET SUBMARINE S-9.

At 3.00 o'clock in the afternoon of January 20, 1919, the first rivet was driven in the keel of Submarine S-9. The construction of Submarine S-9 will be carried out in the Franklin Ship House.

The riveting gang was composed as follows: The riveters were Commander F. E. Porter, Medical Corps, U. S. N., and Lieut. Commander T. M. Osborne, U. S. N. R. F. The holder-on was Lieut. G. I. Wright, U. S. N. R. F. Page Bacon was the rivet passer and the rivet heater was Charles Martin.



DRIVING THE FIRST RIVET, SUBMARINE S-9.

EDITORIALS

"Sympathy, love, mutual trust, make your house a home."

"Most of the shadows of life are caused by standing in our own sunshine."
—Emerson.

"Our greatest glory is not in never failing, but in rising every time we fall."
—Goldsmith.

"The man who borrows troubles will never lend smiles."

"What do we live for if it is not to make life less difficult for others?"
—George Elliott.

"Let every dawn of morning be to you as the beginning of life."
Ruskin

"Peace is such a precious jewel that I would give anything for it but truth."
—M. Henry.

"It is the surmounting of difficulties that makes heroes."
Kossuth.

"God's best gifts to us are not things, but opportunities."
Alice W. Rollins.

MY COUNTRY.

By DR. FRANK CRANE.

I am an American.

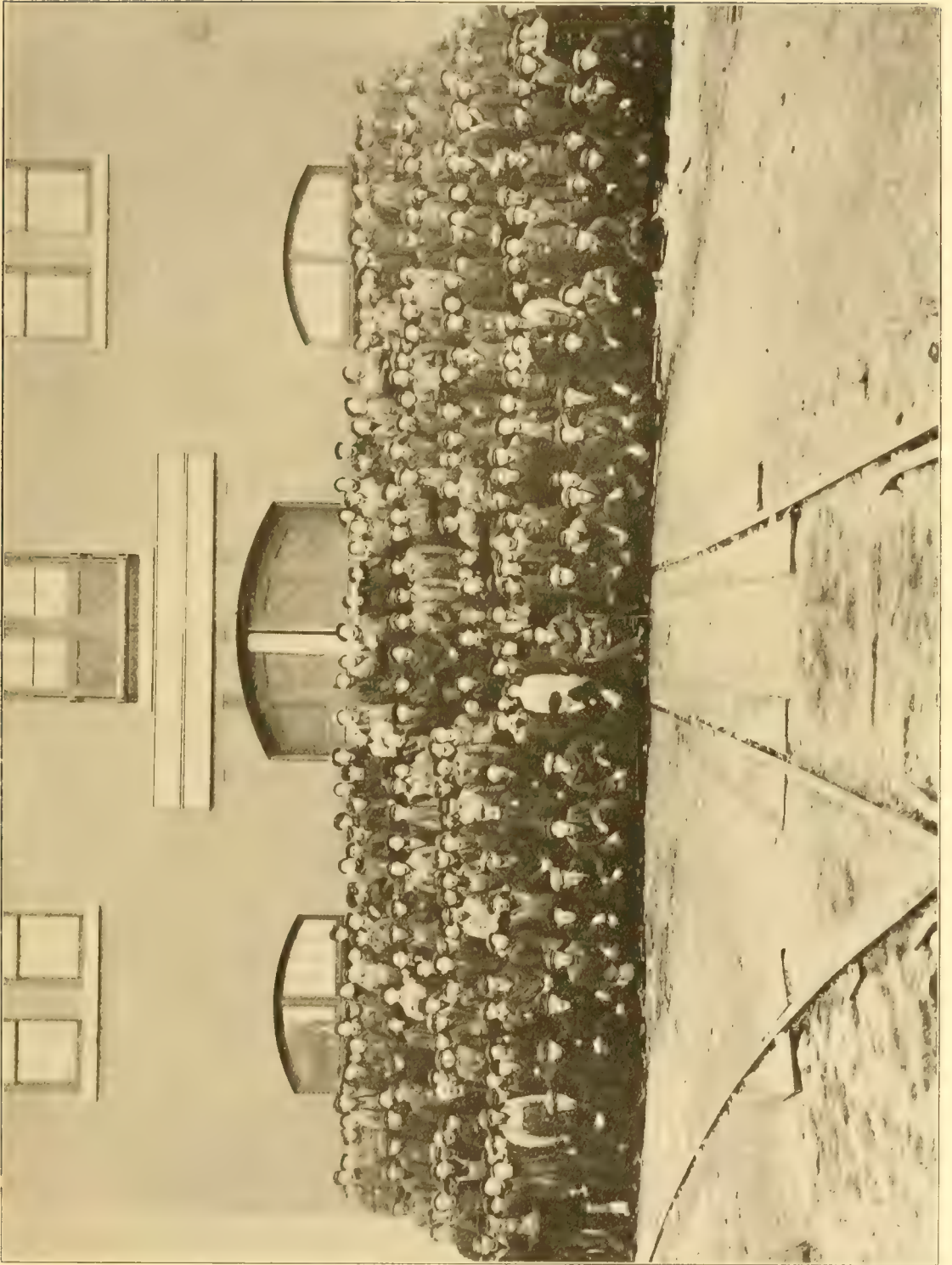
I belong to the United States of America, and am proud of it, because my country is great and strong, and its ideals are just and humane.

I love my country because it stands for liberty and against all forms of slavery, tyranny, and unjust privilege.

I love my country because it is a democracy, where the people govern themselves, and there is no hereditary class to rule them.

I love my country because the feeling of the people is against all classes, and what classes we have are constantly mingling and breaking up.

I love my country because it never wishes to conquer any other country, nor to annex any territory that does not belong to it without the consent of the people who live in such territory.



I love my country because the only use it has for an army and navy is to defend itself from unjust attack and to protect its citizens.

I love my country because it is founded on the principle of federation and not of empire.

I love my country because it is ready to join with the other nations of the world in a World Federation, and thus do away forever with war, whenever the other nations are willing.

I love my country because it has always been foremost in settling international disputes by arbitration.

I love my country because it asks nothing for itself it would not ask for all humanity.

I love my country because it is the land of opportunity; the way to success is open to every person, no matter what his birth or circumstances.

I love my country because the oppressed of other countries are welcome here, and have all rights and privileges of native citizens if they obey our laws.

I love my country because every child in it can get an education free in its public schools, and more money is spent on training children here than in any other country.

I love my country because women are respected and honored.

I love my country because the workers are constantly striving to improve their conditions, wages are higher here than anywhere else in the world, and men, women, and children have more to eat and are better clothed.

I love my country because it is considered here honorable to work, and those people who do no useful labor are looked upon with disfavor.

I love my country because life is protected, order is maintained, and property is secure.

I love my country because if any one is dissatisfied with things as they are he can change them, if he can induce enough to agree with him.

I love my country because we have free speech and a free press.

I love my country because it interferes with no person's religion.

I love my country because its people are industrious, energetic, independent, friendly, and have a sense of humor.

THE BOLT THAT WENT WRONG

A Safety Fable.

By R. S. Bonsib, District Safety Engineer, United States Shipping Board, Emergency Fleet Corporation.)

"I'm afraid it's a bad case of fractured skull," said old Doctor Wise, as he completed his preliminary examination of Unlucky Charlie.

Charlie lay in a deathlike stupor, with face as white as chalk; his eyes were glassy and blood trickled from his nose and ears. Just above the right eye was a narrow blue line, the only visible reminder of the disaster.

Nearby stood Careless Ike and Thoughtless Bill—pals of Charlie from childhood. They had gone swimming and fishing together, raided watermelon patches, robbed orchards and made life exciting for the high gazabo in the little red schoolhouse at the crossroads. As they grew older, they each got a job with the Hurtalot Machine Company, the main industry of their home town.

It was, therefore, only natural when the cry went forth that Uncle Sam needed men to build ships and more ships to send our armies and supplies "Over There" to take the Will out of Wilhelm, that the inseparable three should get in the great industrial army and fight for World Democracy.

Careless Ike and Thoughtless Bill were given jobs as bolter-ups, while Unlucky Charlie became a hold-on.

A few days after they became links in the ship-building chain, a safety engineer from the Shipping Board blew into the yard and gave a little talk during the noon hour on the danger of leaving bolts, nuts, tools, wedges and other material laying around loose and the importance of keeping all stagings clear.

Careless Ike gave Thoughtless Bill a knowing wink and in a stage whisper said: "Hey, Bill, listen at the Highbrow rave. Where does the stiff, white-collared gink get that stuff, anyhow? If he'd come and follow us around for a while, he'd see that we ain't got time to keep picking up junk or putting bolts and nuts in boxes and buckets. It's too much trouble and work, anyhow."

"You said it, Ike," yawned Bill. "If a guy ain't got sense enough to look out for himself, he'd better get a job in a bank."

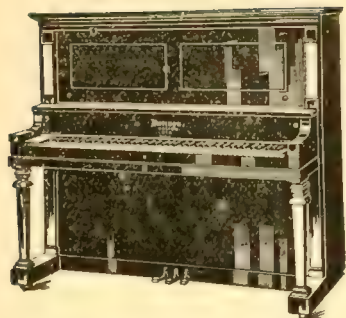
One day Careless Ike dumped a sack of bolts onto a staging in order to get a bunch in a hurry. A few minutes later Thoughtless Bill came along, stumbled over Ike's monument of carelessness and knocked several bolts off the staging. Poor old Unlucky Charlie happened to be working just below and as usual was the goat.

You already know the result.

We'll skip the next few chapters and jump in at the finish. Unlucky Charlie went over the Great Divide without ever knowing that his old pals were the guys that put him out of business and robbed Uncle Sam of a shipbuilder.

Bill and Ike were the chief mourners at the funeral of their victim, but they were changed men. Charlie's death had not been in vain, because it had given his buddies such a jolt that to this day they are the most active safety boosters in the Buildem Fast Shipyard.

Moral: It's better to lose a little time picking up loose bolts, nuts and tools than it is to kill a fellow workman. Then, too, clean stages are one of the deadliest enemies the undertaker has. Toe-boards also help a little.



DO IT NOW !

WHAT ?

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Pianos are scarce at the factories. They will be SCARCER SOON

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We were exceptionally lucky to secure our merchandise at old prices, we therefore suggest that Every Man Woman or Child reading this "Ad" should not overlook this opportunity of the good values this COMING SEASON in Ladies and Men's wearing apparel.

EVERYBODY'S STORE

"I SAW IT IN THE LIFE BUOY"



DEPTH CHARGES

INDIGESTION.

Indigestion may be caused by food unsuited for easy digestion. As for instance greasy foods, fried food and pastry. Although this type of food

can be digested by a strong stomach a chemical change may take place frequently causing the production of gas. This gas in turn distends the stomach, giving one the sensation of nausea and causes pressure on the nerves of the stomach.

When a person overloads the stomach by taking a large amount of food, the following symptoms are likely to develop as nausea, followed by vomiting, for the stomach when overloaded must reject the food it cannot digest properly.

Improper combination of foods, use of alcoholic drinks irritate the lining of the stomach and may cause a disease. This disease may vary from a simple catarrh to ulcer or cancer of the stomach. In order for one to get relief under such conditions, it is necessary that careful diagnosis be made by a reputable physician and that the proper treatment be given.

Nervousness affects the digestive system for the glands do not secrete naturally and the stomach fails to pass the food along in a normal way.

To avoid indigestion the following suggestions should be carefully followed—Chew your food thoroughly. If you are nervous, do not eat until you have a chance to quiet down. Eat wholesome food and study the combination best suited for your individual case. For instance, a grapefruit in the morning with a later portion of a cereal and cream or milk is quite likely to cause an excess amount of acid tending to cause indigestion.

If you have indigestion it is recommended that a cathartic be taken at night and that a cup of hot water with a teaspoonful of (saleratus) cooking soda dissolved in it be taken at once. Very little food should be eaten until the patient feels better. If indigestion persists a doctor should be consulted. With the hurry and bustle of our life under the present abnormal conditions it behooves each one of us to study ourselves minutely the better to enable us to become as efficient as possible.

ROMANCE!

One on Pa

Parent—Maria, what was you and young Gas-sam doin' last night when your little brother caught you?

Clever daughter—Nothing, pa, except quietly discussing practical experimentation of osculatory theories.

Parent And that precious young rascal told me he was a-kissing you!

Baltimore American.

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We can help you save a
good many pennies on

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DENNET and Mc'CARTHY'S

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NEW HAMPSHIRE

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Fulis Bros. Men's and Boys' Shoes

Fine Shoe Repairing CONGRESS ST. TEL. CON.

“I SAW IT IN THE LIFE BUOY”

"IT CAN BE DONE"

No man with spirit will take it for granted that the thing untried is beyond him.

"I can" brought man out of the caves and jungles, and enabled him to stand in the clearings. It charted the seas, pierced the mountains, bridged the chasms, chained the waterfalls. It captured the lightning from the clouds, and used its mysterious power to flash the thought of man around the world.

To strands of wire it gave a soul, and to disks a glue of living voice.

And always the human obstacles to progress crowded the way and blocked the passages. Always the onward struggle was over the loud protests of "You Can't."

The life that is fightless is worthless. The proudest privilege of man is to match his soul against the forces of adversity and plead with scars his right to be immortal.

Somebody dreams and does. Somebody wills and wins. Somebody tries and towers. There is no real majesty but will. There is no true nobility but courage.

Somebody said "It Couldn't Be Done." Somebody toiled and did it.—Selected.

WIRELESS

Tony Motto, plumber and fitter, and Phinny Muldron, ship's cook, were arguing about the respective merits of Italy and Ireland. "In Italy," said Tony, "they tore down a castle which had been standing for a hundred years and underneath it they found a lot of wires, showing that a hundred years ago Italy had telegraph wires in use." "That's nothing at all," answered Phinny. "In Ireland they tore down a castle and found no wires at all, showing we had wireless telegraphy in Ireland a long time before that wop, Macaroni, discovered it."—Judge.

SAFETY SUGGESTIONS FOR PIPE FITTERS

Don't fail to warm steam lines thoroughly before turning pressure on.

Don't fail to open all drips in order to drain line.

Don't do any work on steam, air or gas lines under pressure.

Reduce the pressure until there is no danger of an explosion.

Don't fail to lock valve or hang a danger sign on valve when working on steam, air or gas lines.

Don't open a joint in any line until you are positive all pressure is off.

Don't draw the bolts on one side of a joint, as it causes an uneven strain which may cause an explosion.

PANNINGS

A general feeling of sorrow prevails among the employees of Buildings 74 and 76 due to the sudden death of Foreman C. F. Drake.

The happiest, busiest bunch on the Yard, "The girls in Bldg. 74."

Wonder who will be chairman of the next visiting committee.

E. P. Lawrence passed another mile stone in life. Cheer up, Percy, we all have them.

After many days the Sheet Metal workers have come into their own for a large sign has been placed in the center of the front of Bldg. 74. The letters are so large that he who runs may read, "even Harry Wyman."

It is reported that C. G. Robie came very near being burned out of house and home the other night.

One of our office girls, Miss Murphy, celebrated her birthday recently. The decorations were in oriental style.

The Heeney brothers of the Public Works Department spent a very pleasant day recently fishing. It was said a most excellent catch occurred (?)

Did you notice the way the windows in our office shine lately?

It is no use, girls, we cannot get them to take their hats off.

We wonder if Mary is still interested in Bridgeport. We understand he is coming home soon. Is this so, Mary?

METAL SPLASHES

The bowling team from the Foundry would like to hear from some of the other teams on the Yard, especially the Pattern Shop.

We would all like to know why the office force did not take the trip to Boston that they had contemplated.

If Mr. Lawless visits the office much more, the girls will be so excited listening to his experiences that they would never leave Boston if they once got there.

We wonder who the mysterious person was who was seen with G. R. P. recently.

We wonder when Jim Maddox will get his bond.

We all hope that Marion makes good with No. 270.

He springs here, he springs there; we've got a job to keep him from springing everywhere.

We all wish we knew how Mary M. gets her red fire on pay days.

We are all sorry that Dynamite was refused admission recently.

We would all be building houses soon if we con-

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ENLIST AGAINST THE HIGH COST OF LIVING

"TRADE AT THE CO-OPERATIVE STORE"

Clean, fresh meat, groceries and provisions at reasonable prices.

Every stock holder has equal rights, and the store is managed for the benefit of all workmen.

M. T. C. CO-OPERATIVE ASSOCIATION

Market St.

Portsmouth, N. H.

ONE
FOR
ALL:

ALL
FOR
ONE

"I SAW IT IN THE LIFE BUOY"

tinued to listen to Franks, who has been planning one all winter.

We are all glad to have our ex-soldiers back again.

We wonder who it is that is calling our blond girl on the phone so often.

We wonder why Jake leaves his luncheon every noon.

MACHINE SHOP

Bldg. No. 80.

Dana Fall and Mark Boulter have gone into the fish business. We sincerely hope that they will leave a few in the Pond for the rest of the fellows.

"Dutch" Loud and Marshall Stimson are the champions of the Great Bay district. "Stim" can cut a hole in the ice that is a geometrical wonder. Ask him how he does it?

Tom Malady has returned from a visit to Cleveland, Ohio. While there Tom told them all how to build and launch submarines. Out there they think that he is a regular deep-water man.

"Jim" Bowe Where'll I meet cha, Tom?

Tom In the Butcher Shop.

Fred Perkins was presented with a very suitable present recently by his gang, it being the fiftieth anniversary of his birth. Although taken completely by surprise Mr. Perkins was very eloquent in his response. We have known him for a long time but never before have we given him credit for such oratorical ability.

Frank Bathe, Gustave Peterman, John Mog, Ralph Spinney, Allan Lound are the gentlemen responsible for the scarcity of game up country. While we don't know just how many deer, bears, etc., that each hunter is entitled to, we have a strong suspicion that they all exceeded their limits, though of course they would not want it generally known.

The bowling team from Building 80 is practicing constantly and although they meet a setback once in a while, their determination to be the very best in this vicinity grows day by day.

Harold Morrison has received a very flattering offer from the director of the Metropolitan Opera Company and is considering it very seriously. Perhaps he can take "Chet" along with him.

The many friends of Jim Jackson are greatly pleased to see him at work again after such a long absence.

There is no need of a refrigerating plant in this shop these cold mornings. If you want proof ask Charlie Lovell.

Here, — then gone, here, — then gone, a thousand times a day. (John Watts).

R. Nathaniel has quit chewing, Bathe also. As these are only New Year's resolutions you may take them for what they are worth.

Vic Zetterberg returned a week ahead of time. Wonder what's the matter—homesick for her?

According to the number of smelts Fred Pray

caught and the pounds they weighed, they averaged sixteen pounds each. Some smelts. This is even better than Chuck Fernald or Al Marshall ever could do and Chuck has fished Great Bay for over sixty years.

Jennie Jones has returned with a smile on his face and as happy as can be. May he never have cause to regret.

Did anyone take notice of "Beauty" in the Minstrel Show? He was there strong.

We hope that Chase and Brad Fernald will call on us some day and we will introduce them to the gang in the shop. They have worked nights so long that they cannot accomplish any thing except in artificial light.

Anyone who has an electrically heated aeroplane suit will confer a great favor upon Mel Fall by loaning the same to him this winter. Mel's position is such that he enjoys (?) a wealth of fresh cold air.

Gay Caswell says that if any man displays one half of the intelligence that the average man is gifted with, he is sure to bring home a deer or two.

Ned Warburton and Brownie Caswell fill their pockets with sand every Saturday night during the winter just to help carry out the spirit of the thing.

ELECTRICAL FLASHES

In the first issue of the "Life Buoy" we stated that during the year 1918 our production would reach the million dollar mark. This prophecy came true for we closed 1918 with considerable over one million dollars.

The largest single month was December with \$149,000.

We wonder why it takes some young ladies one day to prepare for a ball and one to two days to recuperate from its effects.

We are wondering what kind of cider they make at Christian Shore when the residents see red bats.

"George" is certainly in strong with some of the girls. We are wondering if it is his "divine shape" or leather puttees that is making them fall. Never mind, George, you have our sympathy.

We hope that the next time you go to Dover, Gertie, you will be able to find the Folsom Street Station without walking to Durham first. It is understood you got the Dover train on the hot foot.

We are making arrangements to build a portable dressing room for our Leadingman Electroplater.

The chairman of our Lunch Room Committee is right there as a bowler and wrestler. However, I understand that he met his Waterloo at Manchester, N. H., some time ago.

We understand, from good authority, that the skating is very good at York, and Cape Neddick, and especially at "Cider Hill."

We wonder why a member of the time force delights in going back to her old desk by the window to eat her lunch. There's a reason, isn't there, Mary?

A. D. S. REMEDIES

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Adams Drug Store
ON
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PORTSMOUTH, NEW HAMPSHIRE

IT'S NO USE

Telling you a long story about advancing prices. You know as much about it as I do. But I want to tell you that I have a large stock of CLOTHS, bought to secure old yarns and dyes, at a much lower price than they can be found today. If you need a SUIT this year BUY IT NOW.

WOOD, The Tailor
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"I SAW IT IN THE LIFE BUOY"

K SHOP

WE WONDER

Why it is Joe likes to go down in the office so often—Which one, Joe?

If Smith will exchange his bicycle for an automobile in the spring.

What Henry Plante will try to invent next.

When Kenneth is going to start his fish market.

Why F. puts on a broad smile when Miss comes up to the mold loft.

If Heiser intends to ship a cargo while he is gone.

If Mr. F. ever gets tired of arguing with a young lady in our office.

Why Bridle forgets to drop his check so often.

Have you noticed how Cheney drags his anchor when he sees Heiser in the office?

Have you noticed how "Gentle" the language is in the office since the kids joined the Steel Gang.

Billie Emery is sporting a collar and necktie of late. We wonder if he has received a commission.

At last the Pilgrim Joiner is assuming the rights and is receiving the due respects of a leadingman shipfitter.

Bill Earle says he would like to know who stole the order. Ask Asa.

Come on, Raynes, tell us which girl the candy is for.

We will be glad to see smiling Riley back on the job again.

Asa Gunnison says that they have a new kind of shellac for broom handles now.

Brownelle appears to be weak in the knees from pumping on that new piano.

Being lured by the horticulturists, George McIntire is about to enter the raising of plums.

What say, Willie, why not sell the Ford and buy an automobile this year?

Violet, with the red line, say: then she likes to ride in an Oakland Six. "Oh, Boy!"

SUPPLY DEPARTMENT

NEWS AND NOTES.

The book-keeping girls have left us. It was thought best to place each girl in the building where the stock listed on her book is kept.

Mr. Rivas' Lieutenant, "Billie Burke," left us previously to answer his call in the service.

Bill Burns, the Assistant Purchasing Agent, has returned from his camp down in Maine, where he enjoyed a hunting trip.

Chief Yeoman Blaisdell has a bouncing baby girl at his home.

Messes Budget and Curtis are very lonesome without the girls.

HEARD IN THE SUPPLY DEPARTMENT.

Charlie L. loved his boss.

He was sorry to see him go.

The girls enjoyed selling tickets for the Charity Ball.

There's a reason.

Miss Vamp made out very well with Ensign Mullen. That's why he made a retreat to the tall timbers.

Louise N. is very glad now that she is in town. Well, Louise, we don't blame you much, he is certainly a nice looking chap.

Eddie is making quite a good thing on the canteen.

"My specialty is to re-arrange Building 118," SRW.

"Betty, what time are you going home tonight?"

"Oh! wouldn't you just love to go to France?"

Neighbor is getting plenty of exercise—walking at night!

"Say, Colonel, don't you think 'A thing of ART is a joy forever'?"

Heard through a key hole:

"Please, just one." "No."

"Pretty please." "No."

"Oh, Steve, why don't you shave!"

WE WONDER:

If Beatrice H. can tell us the receipt for Love Making.

If the Ensigns who celebrated the great victory the night before it was really won felt much like work the following morning.

If Manager Bill enjoyed his waltz with the widow.

If Bill B. got another dear on this hunting trip.

Why Steve will not sing in the famous Eddie Quartet.

Why the Boston girls go home every Saturday night is it the baked beans—or merely to see the boys?

When the next stormy day will come. We love to watch Ensign Shaw and Edie bet on the weather for candy.

If the "Robbin'" has lost his sweet little voice, or if he's gone down south for the winter.

Why the mail clerk recommended one yeogirl for promotion. What's the idea, Eddie?

Why Steve Williams doesn't talk of Dover as much of late. Has she given you the cold shoulder, Steve, or has someone cut you out?

If Ensign Mullen is doing his Xmas work early? We are at a loss to know why he is cutting out those small squares of blotting paper, unless it is for Christmas calendars.

Why Mr. Anketelle is so popular with Mr. Chaney's stenographer.

Where Miss Gonyer spent her Thanksgiving holiday.

Why Carrie gave us that funny look when we asked her if she was married and all the time we knew she was LY-ON.

If the girls know "You'll Find Old Dixie Land in France."

If it can be the Blue Ridge Blues that makes Ezzie so sad of late.

Who pays the bills when Louise goes to Boston.

If a certain chief storekeeper shed any tears when he learned that his friend, Miss Marshall, was to be married.

LIVE WIRE MEN WANTED

To get acquainted with a live wire store, A store that KNOWS what men want and HAS it. Good, dependable merchandise at right prices, and good service.

"MASTERCRAFT" AND LEOPOLD MORSES MEN'S CLOTHES "RIGHT POSTURE" BOYS CLOTHES ARROW COLLARS HATHAWAY SHIRTS CHENEY TIES
WALK-OVER AND RALSTON SHOES FOR MEN LION BRAND WORK SHOES ARROW RUBBER BOOTS—TRIPLE TREAD RUBBERS

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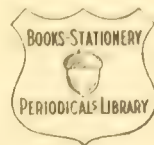
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AT

PARSONS THE HATTER

PORTSMOUTH, N. H. : : PHONE 867-M

"I SAW IT IN THE LIFE BUOY"

SEEN THRU THE PERISCOPE

SUBMARINE DRAFTING ROOM, BUILDING 81

Everything is all set for a most successful New Year, and it is the sincere wish of all the men in the Submarine Drafting Room that the progress on the boats will be as marked this year as it was last year.

It is the intention of Commander J. W. Lewis to have the S-3 ready for trial sometime this month, and that only is possible by the hearty co-operation of all engaged on that work. Although there was a little difficulty at first in launching the boat, it slid off the ways shortly after, completing a very pleasing performance.

M. S. Stephenson has returned to his home in Wisconsin, intending to further his endeavors in his line of work, in the Western States.

C. D. Guggisberg left recently for Louisiana, where he will assume the duties of mechanical engineer on ship construction.

C. W. Nutter resigned his position here to take a position at the Atlantic Corporation.

M. O. Davidson, after spending some time in Bethlehem, Pa., is now working at the Atlantic Corporation.

Max Zeigher obtained a transfer to the Brooklyn Navy Yard.

John Zeslin spent two weeks in Philadelphia during the latter part of December.

H. F. Downing was rusticated at Norway, Me., over the Christmas holidays.

L. W. Scheirer spent a few days at his home in Elmira, N. Y.

C. S. Conlon, U. S. N. A., has resumed his position here after putting in several months at Gulfport, Miss., in the Naval Aviation Force. From what is learned from Charlie's trials and triumphs there, it seems as though there were not many southern belles that escaped his attention.

Walter Marshall, who has been in Charleston, S. C., in the Naval Aviation, is now with us.

K. M. Patten is back after going through many exciting escapades in and around New York City. He was connected with the Army Aviation Corps.

Our esteemed former file clerk, D. J. Carey, was home for a week Christmas, and Dennis says that the people here are hospitable in the big town (New York), but he thinks that Dover is charming enough for his conservative tastes.

H. C. Sweetser recently discharged from duty as instructor in Drawing at Dartmouth S. A. T. C., is now engaged in that work here.

WE HEAR

That Bill is coasting considerable down New York way.

That Brown got pinched the other night.

That Bill Miller bailed him out.

That Preble had a sociable party New Year's Eve.

That "Pop" Lord has moved again.

That Rosen is already looking for bargains on last year's tires.

That Etiansen has planted some green peas in his drawing-room window.

That Kittredge is thinking of taking that thrilling leap. Who is she, Kitty?

That, after all, what an uninteresting world this would be if there were not any pikers.

WE WONDER

Why Scheirer is so forlorn lately. Maybe someone has gone, maybe, one never knows.

If the Draftsmen's raises got sidetracked somewhere.

If we will get them in time to buy a cold-storage turkey next Thanksgiving.

Who put the carpet tacks on the ways of S-3.

When Colliton will retire.

Who got stuck when Lonnie went away.

Why Pinkham goes to Bath every Saturday night.

If it isn't about time for some of the crabs around here to dispel the gloom, and help out the cause, by being pleasant once in a while, even if it does hurt.

We offer for your approval a series of sketches of some of the distinguished people in our room under the title of

A HOPELESS CASE

"This," said the asylum attendant, pointing to the patient in a padded cell who was dodging back and forth, "is what we consider a hopeless case."

"What's the matter with him?" inquired the visitor.

"He thinks he is continually dodging automobiles and roller skates."

A GENERAL UTILITY SUIT

Salesman "Yes, sir, we have some very nice suits. What color would you like?"

Buyer "Well, I look after my own car. So I guess I will get something as near grease as possible."—Master Nuggets.

THE THINGS THEY ASK FOR

A woman living in an aristocratic suburb a mile and a half from her grocer, went to the phone:

"This you, central? 454, please. This you, Mr. L? Please charge and send ten cents' worth of animal crackers, and pick out the elephants, as the baby is afraid of them."—Re-Saw.

THE ANSWER

An English militant crusader strolled into a barn where a young man was milking a cow. With a snort, she asked, "How is it that you are not at the front, young man?"

"Because, ma'am," answered the milker, "there ain't no milk at that end."—Atlantic Journal.

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Manhattan Shirts, Fownes Gloves, Interwoven Stockings

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Try our Hot Chocolate and a Jelly Doughnut -- Cream Puffs
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PEPTONA

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Cod Liver Oil Extract

A tonic and body builder, beneficial in convalescence.

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Rexall Store, Portsmouth, N. H.

Opp. Post Office

MEN'S WOMEN'S & CHILDREN'S SHOES OF THE BETTER QUALITY

C. F. DUNCAN & CO.

9 Market St. Portsmouth, N. H.

SAVE FUEL

By using Electric Appliances for Cooking

ROCKINGHAM COUNTY LIGHT AND POWER CO.

29 Pleasant Street

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

OUTSIDE MACHINE SHOP ECHOES FROM THE OFFICE

"Is he married?"

The analogy that was recently made about a friend of Margorie's with reference to the tall pines of Maine certainly struck home.

Although Ralph M. claims that he purchased an overland racer, Jerry and Hegan state that it is their belief Ralph has purchased nothing but a disabled farm tractor.

How are they percolating, Pat?

Did Herman call them all up Christmas morning?

Becker says that anyone can get a deer, once they make up their minds to go after one.

According to Sam, the Maxwell that he knows about was recently beaten in a race to the Yard by a Flivver.

Johnny Watts is back again, having been out with a broken wrist, the result of the kick back of his IV.

Although the housing conditions in Portsmouth are badly congested, the latest feat in obtaining accommodations was accomplished by our tool room keeper. It seems that on Christmas evening he went to church and fell asleep. If it had not been for his heavy sleep the sexton would not have found him.

According to a friend of M's, she is learning to dance. She, however, needs considerable more practice before she will become proficient.

Every one undoubtedly noticed the great representation that Building 89 had in the Navy Yard mixed theatrical show. We always knew we had a bunch of actors.

You could easily see that Tom Lynch had been there before.

And then there was Arthur "Abe" Cate.

Claude Whitley, the author of the sketch, "A Good Fellow," which he so successfully staged and acted in the mixed theatrical show, has resigned. He has purchased a large laundry in Dover, N. H. He carries with him the best wishes of the shop for he certainly was a good fellow.

Richardson, the end man, was surely rich.

The candy store showed the Christmas spirit when \$500 was donated to the poor of Portsmouth, N. H.

SPARS AND BLOCKS

Such a Christmas tree as was to be found in the office. Among the presents distributed was a pearl necklace for Lona and a horse for Mr. Jensen.

It is our understanding that Sid will have a large income tax to pay.

A certain young lady in the office is sparkling a Tiffany, however not the one she received on the Christmas tree.

The gentleman who makes his daily appearance noon times in order to throw out is some wrestler. Ask the party to whom he applied the giant swing.

DITTY BOX SAYINGS GOOD-BYE, GIRLS

Our shop has been filled with pretty girls.
Some had dimples, some had curls,
Some wore bloomers, some wore skirts.

I hate like time to see them go.

I'd rather see four feet of snow.

Adolph, it is claimed, had a very interesting time a few mornings ago. It seems that his watch had stopped and that he got up by the tide. He hurried to work and just as he arrived at the Kittery Post Office the clock in the steeple struck five.

The boys are singing the old tune, "One by One We are Passing Away." Unless we get more work soon this will, indeed, prove true.

Some of our boys are still celebrating New Year's or else they have strayed away.

If the Life Buoy continues to be issued we shall have to change our shop title from "Ditty Box Sayings" to "The Together Shop."

LAUNCHES

Captain Miles certainly cut some figure on the Peace Day parade when he wore his fireman's uniform.

Wanted a moustache grower. Apply to Sammy.

Young Mehan, while driving rivets in the keel on the top floor of Building 60, pounded his finger. He was naturally a little provoked, so he let go of the hammer and then wanted us to believe that his hand was perspiring.

We notice that Calamity J. of the Boat Shop machinists has made quite a hit with the ladies. "Oh yes, May, I will shine your badge."

It is common law that a man who receives stolen property is just as guilty as the man who sells it. Now the question is: Did Blaisdell get the dollar for the chest that he sold to Wiggm which Joe Knowles had or does the chest belong to Brigham Young?

We cannot help noticing how much faster the work is progressing since Mr. Gourville has been made a quartermaster.

Have you seen Jack with his new auto?

Hemie says he is tired of high ones and would like to try a few low ones.

Clark, Young and A. Paul, the Boat Shop chefs, are now giving the boys a treat during the lunch hour, coffee topped off with cream snowballs is served. Chef Paul insists on putting the milk in the coffee while it is boiling. Consequently we get coffee highballs with large curdled snow drops all for five cents.

It seems strange that when a man gets in a little difficult place that someone should have to happen along. Last Saturday a man came to the Boat Shop with a cart for a load of wood. On his way home the wheel of the cart got mixed up on the ear track and broke. Just then a man came along and said, "Hello, Enos."

One of the pipe fitters whose name begins with B had better not try to make the Boat Shop girls think he is married. He might lose the little hair that he now possesses.

They tell us that Mr. Page, our mill man, is hardly ever interested in the female sex. He might, however, change his view now that men are so scarce.

**THOSE WHO PAY CASH
GET BETTER VALUE FOR THEIR MONEY**

Congress Street
Portsmouth, N. H.

BROWN'S

Tel. 194

KERWIN SYSTEM SHOE STORES
Portsmouth, Roxbury, Dorchester, Fall River,
Framingham, (2)

You have many advantages when you buy **SHOES** of
THE KERWIN SYSTEM SHOE STORES

**WE BUY AND SELL FOR CASH FOR SIX LARGE
NEW ENGLAND STORES**

Cash discounts from manufacturers, no charge accounts, no trading stamps, less profits:—All combine to make our prices the lowest possible.

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PARAS BROTHERS

FRUIT AND CONFECTIONERY, ICE CREAM AND SODA, WHOLESALE AND RETAIL.
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WHY NOT

Place your order for your Overland NOW. Its only a short time before the spring riding commences.

Model 90 Touring \$985 F. O. B. Factory and they are GOING FAST.

There will be a shortage on some size tires this spring better order now.

**C. A. LOWD
OVERLAND AGENCY**

Service Station & Garage 338 Pleasant St. Portsmouth, N. H.

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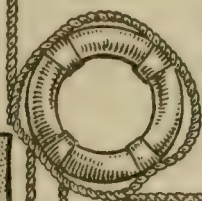
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H. W. CARTER & SONS

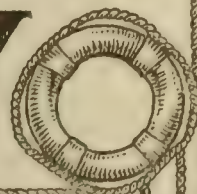
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INDUSTRIAL DEPARTMENT



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NAVY YARD PORTSMOUTH, N.H.

MARCH and APRIL, 1919



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Plain color Voiles in white and delicate shades—44 inches wide—59c yard.

Light, medium and dark colors in figured Voiles—55c, 65c yard.

Plain Colored Mercerized Poplins, Silk Muslins, Wool Goods, Silks, Georgette Crepe

GEORGE B. FRENCH CO.

37 MARKET STREET

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PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY"

WOODROW WILSON

SAYS

“The man who disparages music as a luxury and non-essential is doing the nation an injury. Music now, more than ever, is a present national need. There is no better way to express patriotism than through good music.”

Every Home Should Have a Piano or Victrola

We carry the finest pianos made, both high and medium priced. Such famous makes as the

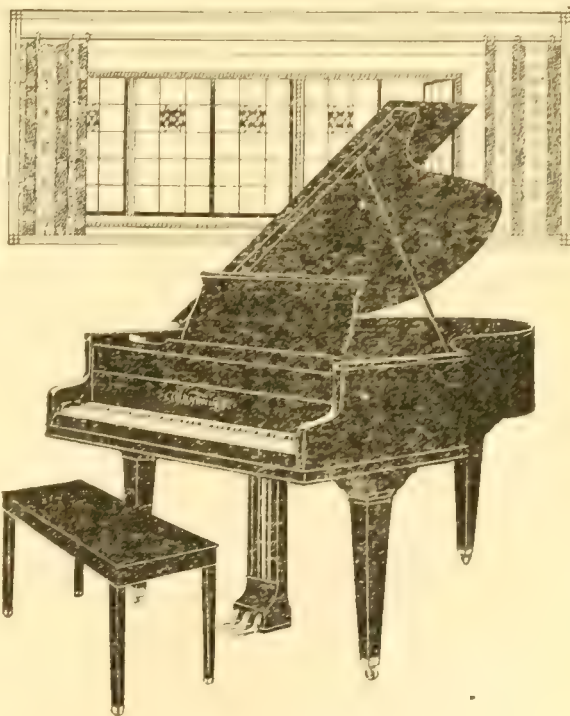
PEASE, HAINES BROS., Wm.
BOURNE & SONS, LESTER,
and many others.

These Pianos may be purchased on our easy payment plan.

Our Victrola Department is most complete. The EDISON DIAMOND DISC, VICTROLA, COLUMBIA, SONORA,, and BRUNSWICK may be heard in our demonstration booths.

We are always glad to try them for you.

These may also be purchased on our easy payment plan.



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“I SAW IT IN THE LIFE BUOY”

VICTORY LOAN CLUB

Back up the boys in France.
Let your dollars follow our army to Berlin.
Help "carry on" until the boys come home.

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"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL DEPARTMENT LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. II

MARCH & APRIL, 1919

NOS. 3 & 4

AMERICA'S UNFINISHED TASK

By Rev. A. Z. Conrad, D. D., Boston

And he shall judge among the nations, and shall rebuke many people; and they shall beat their swords into ploughshares and their spears into pruning hooks; nation shall not lift up sword against nation, neither shall they learn war any more.—Isa. 11:4.

Citizens of America, Attention! The eyes of the world are on the United States of America. Our wealth is the surprise of the age. The culminating miracle of the centuries is the immediate and hearty response to the call for billions. The miracle consists not in the fabulous amount of money represented in America's response, but in the fact that this money is not for the aggrandizement of our own country, not for commercial supremacy, not for power to command or control, but for the benefit and blessing of other nations. These billions have been raised to make righteous a reality among the nations of the earth.

It is not long since American citizens stood amazed at the thought of a "billion dollar Congress." It seemed indicative of prodigality to the point of profligacy. Four times within eighteen months the nation has called upon her citizens in terms of billions, and unhesitatingly they have answered with a superabundance.

Step by step the nation has risen to the higher levels of humanism. At a strategic moment our billions supplied

their part in winning the war. Gold was transmuted into heroes who affronted the world with their deeds of valor.

In the excitements and enthusiasms of war people respond with readiness to any rational appeal. In the quiet routines of peace there is danger of a lessening appreciation of the magnitude of America's great task. To complete our task the Government must have more billions. The people are the government. Whatever the task is, it belongs to every one of us. In furnishing the money to carry on, we are furnishing it therefore to maintain our professed ideals and to continue our mission to humanity. It costs vast sums of money to accomplish read, adjust, and restoration. The tremendous momentum of this nation, culled for the accumulated power of her entire citizenship, cannot be stopped in a moment of time. With two millions of men across the sea, a large number of them necessarily remaining while peace negotiations are on, and with large war contracts which could not be cancelled with the stroke of a pen without doing

great injustice, with the multitude of responsibilities incident to the great struggle which has closed, vast sums of money are imperatively demanded to maintain the honor of this nation.

The Victory Liberty Loan is about to be launched. What shall be our answer to this call? Every condition of right and duty and honor demands that American citizens shall promptly take up this loan. New nations have recently arisen which will require protection and direction. Multitudes of people have been left hopelessly destitute, and this country is called upon to render Governmental assistance entirely apart from voluntary philanthropic enterprises.

There is another all-sufficient reason why this loan should be taken care of with promptness in this—it affords the best possible opportunity for safe investment. Without doubt the successive Liberty Loans have been of incalculable benefit in cultivating the habit of thrift. It has also led multitudes of people to practice economy against the day of necessity, who had never in their lives saved a dollar of their earnings. There is no place on earth where money can be more safely placed than with the Government of the United States. Thousands of people are easily misled in the matter of investment, and the losses which are sustained by people of moderate means are simply pitiful. Government bonds are always equivalent to cash in cases of emergency. America's opportunity for aggressive self-development was never so great as now. With adequate financial support the Government will be able to build up a great merchant marine, and can make available immense natural resources.

Every publicist should use his in-

fluence and energy in urging people to subscribe for bonds in the Victory Liberty Loan. No greater service can be rendered by men and women in influential positions than to persuade their friends thus to ally themselves with the Government in her magnificent tasks. Ministers and churches should heartily cooperate.

When a nation has undertaken certain things in which her honor is involved she must plow straight through to the end of the furrow. It is not a matter of choice, but a matter of necessity. The billions now called for, the Government must and will have, if not by bond subscriptions, then by taxation in which every one will have to participate. Her good name, her honorable reputation as a nation demand that we put over this loan. Our soldiers have fought to maintain the glory of her flag. Many have died for what her banner represents. We cannot do less in expression of our appreciation of the sacrifices made by America's noble sons than to carry to completion our great undertaking.

We are entering upon an era of great prosperity. We can safely venture, with the certainty of winning out. Remember, your investment introduces no hazard. Any bank will accept government bonds as collateral if money is desired. Any investment house will, in an hour's time, change your bond into money if the circumstances require it. There must be no failure, for failure would bring a shadow upon our national record. We will hold up our heads in self-respect by sustaining the Government in her present appeal. Our patriotism, our pride, and even our self-interest must insure the success of the Victory Liberty Loan of the United States.



THE FLOATING DRY DOCK

Completed 1851, sold May 1907, destroyed later at Revere Beach, Mass.

HISTORY U. S. NAVY YARD

Portsmouth, N. H.

(Continued from last issue)

An interesting incident at the time of the launching of the *Washington* was the arrest of a young man in undress uniform who was suspected of being a British spy, but upon examination proved to be a younger brother of Commodore Chauncy.

The fitting out of the *Washington* was somewhat delayed by a strike among the workmen which occurred in August, 1815. This strike appears to have been caused by the low pay received by the men, owing to the fact that Treasury notes had greatly depreciated in value. In a letter to the Commandant, the Secretary of the Navy stated that as soon as the *Washington* could be sufficiently equipped to permit her to go to New York, she would do so, and informed him that it was most likely that in the future all Naval operations and equipment would be transferred from the Northern to the Middle and Southern States, where Treasury

notes were equal to those in gold and silver. This letter had the effect of causing the men to return to work, and the *Washington* was completed at this Yard, and in October of 1815 sailed for Europe.

From 1815 to 1818, there was practically no ship work done at the Yard, and in consequence the number of workmen employed was reduced to a very small number. In 1818 no more than fifty mechanics were employed, and they were at work upon Yard improvements. About this time, the house which had been fitted for the Commandant from the old building originally on the island, was remodeled and rebuilt, and the grounds were also enclosed. This is the house that is at present occupied by the Commandant.

On July 18, 1818, Captain Charles Morriss succeeded Commodore McDonough as Commandant.

The severity of discipline in the old Navy is shown by an entry in the Yard Journal made in 1820, which is as follows:

"Dyas received twelve lashes on the

naked back, agreeably to the rules and regulations of the Navy for smuggling spirituous liquors into the Yard."

It is still contrary to the regulations of the Navy to bring spirituous liquors into the Yard, but the punishment nowadays differs considerably from that administered at that time.

An excellent record in shipbuilding was made at this time when the building and equipping of the Schooner Porpoise was accomplished in a little over four months. She was a small vessel, but nevertheless the time of building her was much shorter than usual for wood vessels of her size. The vessel was urgently needed for an expedition against the Pirates that infested the West Indies. Soon after leaving this Yard, she had attacked and captured six piratical vessels on the Coast of Cuba. Her life was not long, however, for she was lost in the West Indies in 1833.

It is interesting to note the wages received by employees in the Navy Yard at this period. Carpenters received from \$2.00 to \$1.00, average \$1.38; sawyers from \$1.33 to \$1.16, average \$1.25; joiners from \$1.50 to \$1.00, average \$1.27; blacksmiths from \$2.25 to \$1.00. The number of men employed in the Yard at this time was in the neighborhood of one hundred.

The first brick building erected in the Yard was begun in 1821 and was used, when completed, as a storehouse and for offices. This is still used as a storehouse, being Building No. 1.

In May, 1821, application was made to the State of Maine "for cession of the jurisdiction of the island on which the Navy Yard at Portsmouth is situated," and on the 2nd of February, 1822, it was granted by the following Act of the State Legislature:

"STATE OF MAINE"

"In the year of our Lord one thousand eight hundred and twenty-two an act to cede to the United States the jurisdiction of Dennetts Island, so called, in Piscataqua River:

"Be it enacted by the senate and house of representatives in legislature

assembled, That there be, and hereby is, ceded to the United States the jurisdiction over Dennetts Island, so called, on the east side of Piscataqua River, within the State of Maine, now belonging to the United States, and occupied as a navy-yard:

"Provided, however, That this State shall have concurrent jurisdiction with the United States over said island, so far as that all civil and criminal process issued under authority of this State may be executed on any part of said island, or in any building erected on the same; and that all persons residing thereon, not being in the military or marine service of the United States, shall be holden to do military duty in the militia of the State in the same way and manner as if the jurisdiction had not been ceded as aforesaid."

On September 22, 1822, the bridge connecting Portsmouth with Kittery was completed so that it was open for passengers, and the ferry between the two towns discontinued. The bridge between the Navy Yard Island and Kittery was not built, however, for several years. On February 21, 1825, Congress appropriated \$3,000 for improvements and repairs in the Yard, and during this year a bridge to Kittery was built at a cost of \$2373. The Commandant made propositions to the owners of the land adjoining the bridge to cut a road leading to the main highway of Kittery. The owners of the land objected to such a road, although the Government offered to purchase their land for this purpose. Finding that nothing could be effected by negotiation, application was made to the Selectmen of Kittery, with the assurance that the damages would be paid by the Government. The road was then laid out by them according to the laws of the State and became a town way. The damages were paid by the United States. Thus, land communication was opened with Portsmouth during the summer of 1825.

The Mast and Spar Shed, now Building No. 7, was finished in 1825. In 1826 considerable work in improving the Yard was done. Work on the

Marine Barracks was begun in September, the site selected being the extreme northeastern point of the island. Many of the wooden buildings and sheds were demolished, especially those in the vicinity of the shiphouses. The new brick quarters for Warrant Officers were also commenced. Toward the end of this year the force employed at the Yard was considerably reduced, being as low as twenty-five on the first of November. Naval Constructor John Floyd was added to the establishment of the Yard, being the first Naval Constructor regularly attached to it. He remained here on duty until his death in 1838.

The status of women in the Navy Yard was vastly different in those days than today when they are employed not only in clerical positions but in the Shops as well. In 1826 the Secretary of the Navy wrote the Commandant: "That it is contrary to the regulations and practice of the service to allow the names of women to appear on the muster roll, and, however inconvenient it may be to the officers who require servants to employ men, the rule must be adhered to."

During the years from 1826 to 1832, there was little work of consequence done at the Yard. During 1832 the Vincennes and the Concord arrived at the Yard, and the crews were paid off; these were the first two ships to be paid off at the Yard since the war of 1812. In 1827 the keel of the Sloop of War Concord was laid at this Yard, and at about the same time the Philadelphia Yard began to build a sister ship, the Vandalia, and the Boston Yard another ship, the Falmouth. There was considerable rivalry in building these ships at the several Yards, and accurate accounts of their cost were kept and exchanged between the Commandants. The Concord, built at this Yard, cost \$5659 less than the Boston built ship. The cost of the Philadelphia built ship is not known. During 1832 and 1833 the Officers' Quarters "C," "D," "E" and "F" were built.

The Franklin Shiphouse, Building

No. 53, was begun in 1834 and completed in 1838. The first ship to be built in it was the Sloop of War Preble. As soon as that vessel was launched, preparations were made to build a Frigate to be called the Congress on the same ways under the new Shiphouse. She was much larger than the old Congress, which was launched from Langdon's Island nearby, August 15, 1799. The new Congress was quickly completed; her first cruise was to the Mediterranean in 1842 and 1843. This Frigate had a fine record, and as she was one of the earlier victims of the Civil War, a short description of her last fight may be of interest. She was burned in Hampton Roads, Virginia, in action with the Confederate Ironclad Merrimac, March 8, 1862, while under command of Joseph B. Smith, her First Lieutenant, her Captain being absent on duty. The following description given by Boynton serves to describe the destruction of this noble ship:

"At a little past 2 p. m. the huge mailed frigate had approached the Congress within grape shot distance; and then every man in his place, the guns trained to the proper elevation, the lanyards in the gunner's hand, scarcely a sound was heard throughout the devoted ship while they awaited the attack of the dreaded foe. A puff of smoke from one of her bow guns, and every breath stopped an instant till a storm of grape swept over the deck and rattled on her sides. A long breath of relief that it was no worse. Keeping on her course, she was passing the Congress at less than one fourth of a mile distant heading for the Cumberland. At that distance the Congress delivered her broadside. Her heaviest shot glanced harmless from the side of the mailed monster, and all felt that the battle was already decided, and that nothing remained but to surrender or to be destroyed with their ship. The return fire of the Merrimac only confirmed their worst fears. Her shells came crashing through the sides of their ship, spreading death and ruin on every side. They knew that success

was hopeless, escape impossible, and resistance ruin. Yet an American fifty gun ship could not be surrendered thus, so the strong hearted martyrs stood by their flag and to their guns. But it was not the intention of the rebel commander to finish his work then. Passing the Congress at a distance of about three hundred yards, he ran direct for the Cumberland."

(To be concluded in next issue)

ELECTRICIANS SHOP BUILDING 89 AND POWER PLANT BUILDING 72.

Until about a year ago the Electrical Shop was located in Building 79, where all kinds of electrical work, including the manufacture of electrical fittings for the Navy, was carried on. At that time the manufacture work had become so great in volume that it was deemed advisable to separate it from the repair and installation work and place the two activities under separate foremen. Accordingly, the Electrical Shop was transferred to the second floor of Building 89 and placed under Mr. T. F. Flanagan, the Master Electrician in charge of the Power Plant. This shop has not yet been completely equipped with machinery, but ever since the transfer was made, it has carried on a large volume of work.

The Electrical Shop is charged with the manufacture, installation, overhaul, and repair of electrical appliances on board ship. The machinery on board a modern ship is principally electrical, except the main propelling machinery and that, too, is electrical on some of the very latest ships. Work on communication systems, wireless apparatus, lighting systems, storage batteries, switchboards, etc., is necessary also, and for such work a highly skilled force of employees is necessary. The number employed in this Shop is 216. Up to the present, no reduction in force has resulted from the cessation of war activities.

The Electrical Shop contains a laboratory where all sorts of navigational, optical and electrical instruments are overhauled, repaired, and calibrated.

This Shop has a competent force of mechanics skilled in the installation and testing of radio outfits. It has equipped about sixty ships of the Emergency Fleet Corporation with radio outfits, and has done considerable work on the radio systems of the Shore Stations in the First Naval District.

A large part of the work being done by the Electrical Shop is in connection with the construction of Submarines at this Yard. The main switchboards and numerous small panels are being built here. Electrical work on Submarines is extremely difficult and requires mechanics of the highest order.

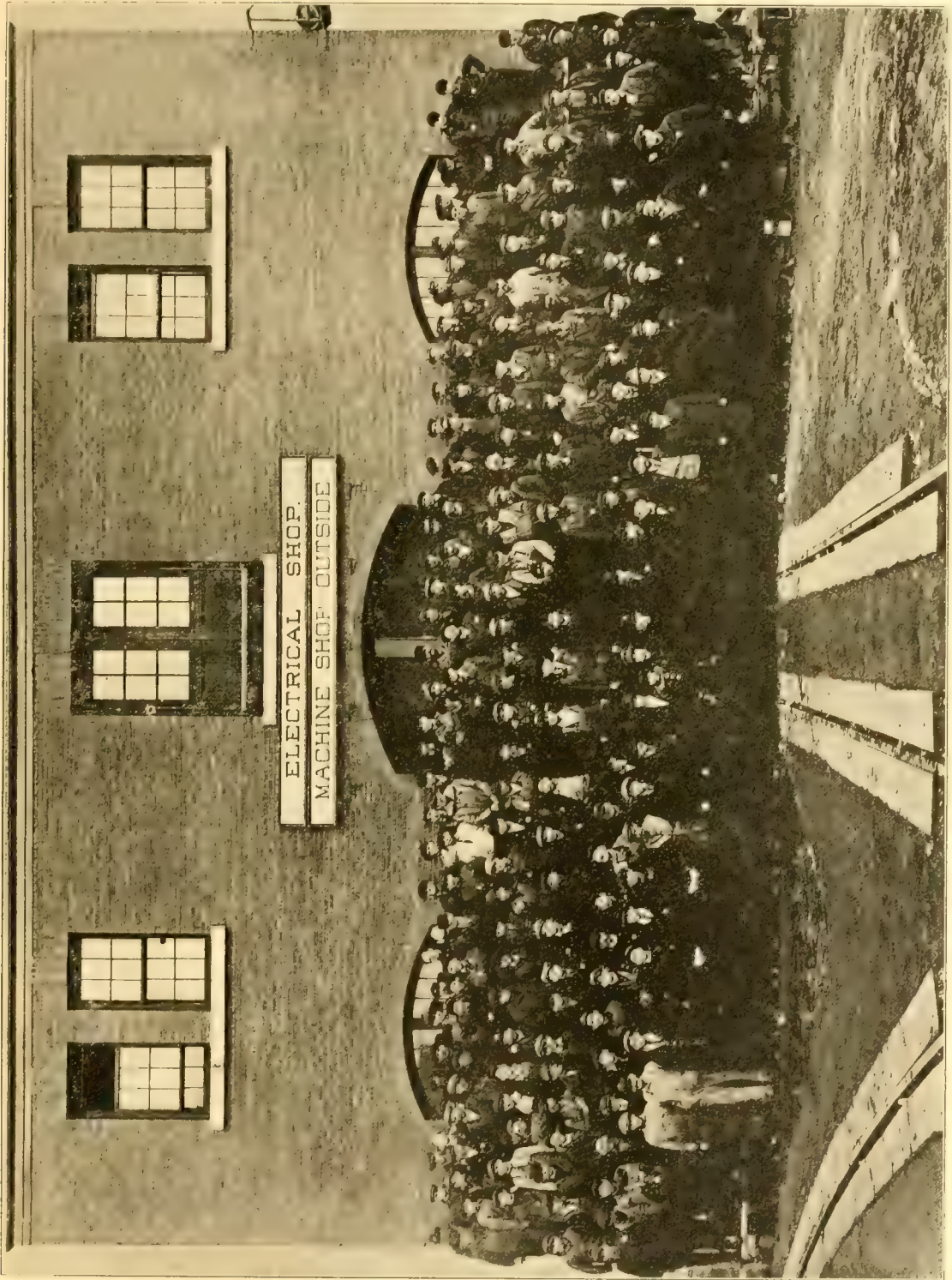
The Power Plant force is charged with the operation of the Power Plant, which supplies electricity for light, heat and power, compressed air for the operation of machinery and tools in the shops and on board ship, and heat for practically all the buildings of the Yard. This force has charge of the installation of shop motors, Yard transmission lines, and piping for the distribution systems for heat, air, and water. A crew from the Power Plant force cares for and operates the dry dock pumping machinery and the machinery in the dry dock caisson. About seventy-five men are at present employed in the Power Plant.

The organization of the Outside Electrical Shop and Power Plant is as follows:

Master Electrician, T. F. Flanagan.

Electrical Shop, Bldg. 89—Quartermen J. A. Pethic, L. I. Williams; Leadingmen, C. T. Pike, J. H. Jenkins, J. R. Blethroade, E. H. Harvey, A. H. Hutton, E. H. Standish, L. E. French, G. L. Frary, A. G. Fisher, M. W. Thompson.

Power Plant, Bldg. 72—Quartermen, H. C. McKenney; Leadingmen, F. E. Dinsmore, T. B. Ruxton, J. V. Gerry.



THE SAFETY HABIT

Ever since the time when the cloud by day and the pillar of fire by night led the children of Israel to the safety of the Promised Land, mankind has required constant warnings the better to enable it from keeping out or away from danger. One of the strange truths of life is the fact that man requires the most guidance for his safety, notwithstanding the fact that man calls himself the most intelligent of all animals. The lower animals, for example, have learned through experience or from instinct to protect themselves from the wiles of man or to resist the attack of other animals. During the past few years an extensive campaign has been waged in factories by means of bulletins, signs, safety literature and through safety organizations in order to assure the employee's safety.

The fundamental way to make men change their habit of doing things in an unsafe way is to train them to see dangerous conditions before accidents happen. The prevention of accidents may be a new thing to many employees and the matter of posting safety bulletins, signs, and the issuing of safety literature does not accomplish much unless practised faithfully.

Many employees are still of the opinion that no matter what precautionary measures are taken, accidents are bound to happen. The old saying that, "I have been doing this for years and have never been injured, and therefore, I can not see why I should change to a safer method," is easily proven to be a false standard when consideration is given to available statistics showing lost time figures. An employee who loses an eye, a leg or an arm is recompensed

to a certain degree, but what availeth it to a man if his peace of mind becomes so disturbed that he becomes disgruntled and cynical. The old adage of "Experience teaches" when applied to an accident often exacts a terrific payment and is never worth the cost.

Only when each and every employee so practises safety that it becomes inculcated in his every movement and thought can the result we are all striving for—the elimination of accidents causing poverty, woe and misery—be attained. The safety habit is not easily acquired for things that are easy of accomplishment are not vividly impressed upon us. Only by a systematic thoughtful safety attitude can the safety habit be really acquired.

By the erection of safeguards such as hoods over emery wheels, guards around moving belts and pulleys as well as by numerous other safety devices, only a small reduction in the number of accidents can be expected. The bulk of accidents are due to carelessness, thoughtlessness, ignorance and chance-taking.

Negligence of an employee in wearing safety goggles may cost that employee the loss of an eye if not the loss of total vision. Who wants to think of possibly becoming momentarily or permanently blind because one was careless in not using the goggles provided. An employee may carelessly leave a tool or a portion of his work in such a position that a fellow-employee not knowing about the same may push it so that a death may result.

There is practically not an employee on the Yard who would willfully commit a thoughtless act; nevertheless thoughtless acts do occur because em-

employees do not think. For instance, an employee may be carrying a long iron bar and be thinking of some engagement or entertainment he intends going to, whereby he loses his sense of caution and strikes another employee inflicting possibly a serious injury. Constant attention to the work one has in hand requires a certain amount of effort but do you not expect it of the other fellow. Consequently, what is fair to one is fair to the other.

After many accidents and when the cause of the accident is determined it is often found that ignorance was to blame. When employees are not certain and positive as to what they are required to do they should not hesitate to ask their Leadingman. That is why the Leadingman holds his position. When employees of necessity are required to do things they are ignorant of they should immediately stop the work and seek advice as to what they do not understand.

Chance-taking has cost a goodly number of men the loss of their lives. Short cuts are always dangerous and should never be taken. The saying, "The longest way round is the sweetest way home to the loved ones," should never be forgotten. Many men are fortunate in taking chances, but when once practised a bad habit is acquired and ultimately an accident is bound to happen. To take a concrete case, an employee may be engaged in lifting a certain piece of work and not being sure he has rigidly fastened his work he takes a chance rather than expending a little extra effort to make sure the hitch is correct, with the result the work falls, possibly killing someone who may be working directly underneath the load.



LIEUT. JACKSON COMES TO THIS YARD FROM BOSTON

Lieut. (j. g.) Frederick G. Jackson, U. S. N. R. F., graduated from Harvard College in 1903. He studied advanced chemistry in the Harvard Graduate School and for a year in Germany. He has had the unusual experience of having visited Heligoland in 1907 as a tourist. He taught chemistry for three years at Purdue and North Dakota Universities and has had a wide industrial chemical experience throughout the Middle West, including a year and a half with the Illinois Steel Company in Chicago.

Foreseeing what was coming, Lieut. Jackson enlisted in the Naval Reserve on March 18th, 1917, as a gunner's mate, third class. He was called April 18th and sent to Marblehead Training Station. On May 30th he was sent to the U. S. S. Parthenon, a steam yacht being converted for patrol duty. He later obtained a transfer to the chemical laboratory of the Boston Navy Yard and

was made yeoman, first class, Oct. 1st. A month later he was made chief yeoman and commissioned technical ensign, chemical engineer, Feb. 8th, 1918. In the summer, the laboratory was moved to much larger quarters and a physical testing laboratory added under Ensign Jackson's direction. November 13th he was made Lieutenant (j. g.) and on Feb. 21st, 1919, he was detached and ordered to Portsmouth Navy Yard.

Lieut. Jackson has been assigned to duty at this Yard, under the Shop Superintendent, in connection with the installation of a laboratory for bronze and brass analysis.

LT. R. B. HORNING, U. S. N. R. F.

Lt. R. B. Horning, U. S. N. R. F., who was born in Schenectady, N. Y., was graduated from Penn. State College in 1911. Shortly after leaving college he went to work for the General Electric Company in their plant at Schenectady, where he remained until he had acquired a thorough technical knowledge of all the electrical machines built by the company. He then entered their sales department and rose steadily until at the beginning of 1917 he was sales manager for the Philadelphia district.

When the United States declared war in April of that year he was one of the first to sacrifice an enviable position with a good salary and accept a commission as Lieutenant (j. g.) in the Naval Reserve Force. He was at once assigned to duty as Electrical Officer of the protected cruiser Seattle, convoying troop ships through the submarine zone. Lieut. Horning showed such marked ability and zeal in his work that he was promoted to the rank of Lieutenant and assigned to duty as

expert Electrical Officer of this Yard, so that all here might profit by his knowledge and ability in this important branch of Naval Engineering.

Immediately after signing of the armistice the president of the General Electric Company asked him to request that he be placed on an inactive status at as early a date as possible, so that he might resume his former work with them. As soon as his services could be dispensed with at this Yard he was placed on an inactive status, and left the Yard March 15, 1919, to resume work with the General Electric Company.

PERSONALS

Carpenter Charles R. Marshall, U. S. N., has been ordered detached from this Yard to report aboard the U. S. S. Troy at New York.

Mr. C. C. Rausch, former Safety Engineer at the Yard, now connected with The Institute of Safety at New York, was a visitor to the Yard Saturday, March 8.

Mr. Hugelmann, our Safety Engineer, was confined to his home with a slight attack of the grippe during the latter part of February.

DR. TIBBETTS LEAVES YARD

On February 1, 1919, Lieutenant Raymond Richard Tibbetts was placed on the inactive list of the United States Naval Reserve Force. He has returned to his home in Bethel, Maine, where he expects to resume his practice.

While on duty here he made a host of friends and has the best wishes of all the officials and employees of this Yard.



WALTER LaFOREST BALL

On February 22, 1919, the Portsmouth Navy Yard lost one of its oldest and most respected employees, when Walter Ball passed away at his home in Kittery. Mr. Ball was born at Somersworth, N. H., Dec. 10, 1855, the son of John R. and Mary Homans Ball. The family came to Kittery in 1868 and Mr. Ball gained most of his education in the public schools of Kittery. In 1871 Mr. Ball began his service at the Portsmouth Navy Yard as a painter's apprentice, advancing to the position of leadingman painter acting in charge of the Yards and Docks painting crew in 1892, to foreman painter Construction and Repair Department and was finally made Master Painter in 1917. Mr. Ball was married August, 1873, to Miss Ella F. Lewis, daughter of Joseph Lewis. Mr. Ball was a member of Riverside Lodge, No. 72, I. O. O. F. Not only has Kittery lost a good neighbor and citizen, but we of the Portsmouth Navy Yard have lost a good

fellow worker, a man always ready and willing to respond to any call upon him from any source.

Why we have a "Victory" Liberty Loan

We of the United States entered the war because we had to. The ruthless murder of our own people compelled us.

We went into war enthusiastically, determined that, as it had to be done, we would do it thoroughly.

Our allies, after three years of tensest strain, were weary. The fresh troops we poured into Europe put hope and assurance into their hearts and dismay into the hearts of the Boche. His hour had struck.

To gather, equip, maintain, train and transport overseas, our army and navy, required great sums. The unparalleled outpouring in the First and Second Liberty Loans furnished these sums and also kept the Allies in the field. The Third and Fourth Loans, with their*still greater offerings, made possible the accomplishment of marvelous tasks.

By December 15, 1918, the money raised by the Fourth Liberty Loan was spent. There still remain the gigantic tasks of demobilization, the maintenance of an army of occupation, the care of the wounded, and the finishing of the ships. In order to bring the war to a successful conclusion we must lend more money, and "finish the job."

This is why we are having a "Victory" Liberty Loan

Patriotism is in abiding force in every American heart. The efforts which made the earlier loans so successful will never leave this job unfinished. The Victory is ours, and we will pay for it by subscribing to the "Victory" Liberty Loan. We *will* "finish the job."

New England Liberty Loan Committee.

BOAT SHOP

The boys who left the Boat Shop and enlisted for overseas duty are gradually returning to us. We have been very interested in the experiences of Messrs. Hooper, Wildes and Littlefield. The account of their experiences while on duty at our Naval Stations in Ireland have proved very interesting to us especially the pictures which they brought back to us. There are now two of the boys still remaining in Ireland, namely Godfrey and Morgan. No doubt they will be back soon.

A number of the former employees of the Boat Shop who on account of the lack of work were furloughed and went to their homes in the West are writing to us. They all have a good word for the old Boat Shop and wish they were back again with us. Some of these men had never seen the salt water or the ocean in their lives and it certainly was quite an experience to come East and take in the sights on this coast. To some it will be an experience long to be remembered. Any time any of the Boat Shop fellows think of traveling through the Western States be sure to get in touch with some of the boys who worked here during last summer and they will be only too glad to show you the sights in their country. Mr. Leo Morton Young, whose home is in Arkansas, extends an invitation to his home any time at his cabin on the plain. There is "no lock on the door and the latch string is out."

Without boasting the workmen of the Boat Shop have always been a happy family, as you might say, and we do not think there is any shop anywhere where the men have worked together so harmoniously and with such good feeling as prevailed here. The occasions

have been few and far between where any discord has arisen among workmen here in this shop and it seems too bad that we have had to break up our organization and have so many men leave us.

Hats off to our most excellent and efficient order! We do not see how we could get along should she leave us. It is hard to tell the amount of money which she has saved Uncle Sam since she has carried the oil can. Any time of day you can see her perched on the top of one of the big band saws or you can find her beneath the saw. She is always on the job.

We all wonder why Mr. Gouvyille has such a sad expression lately?

It is suggested that we take a collection for a muffler for Sam's "Tin Lizzie." It is said in York that the next time he comes there he certainly will be "pulled in."

It is said that one of our apprentice boys who lives in Kittery is very fond of the girls and he is very fond of dancing also.

One of our former employees who is now a Carpenter in the U. S. Navy, was a recent visitor here. Carpenter Waterworth has had duty in a large Naval Base in England. He has had all the work and upkeep on thirty-six Submarine Chasers and on his visit here told us many interesting incidents in connection with his duties abroad. Since the Armistice was signed he has been to France and Belgium, returning to this country but recently.

Mr. Fritjof Ammundson, who was transferred from this Yard to the New York yard, has written to us. He likes New York and his work, but wishes he was back with the boys here.

We have also heard from our apprentice boy, R. C. Garland, who some time ago left here to spend the winter in Florida. He says that the worst scare he ever got was when a large snake curled around his leg when he was working in a cane field. It did not take him long to "jack up" that job. He is now working on the railroad and likes very much.

The question has been asked by a good many on the Yard, "Can or will the boys come across with the fifth loan and keep up the standard of this yard that is now recognized at Washington and which has and will help this Yard in the future?" Some say, "They are not selling at par." The Boat Shop's answers to these two questions are first, "The fact that you have bought so many bonds and paid for them during the War makes you worth that much more than when you started to buy and are better able to buy the fifth than the first." Second, "Selling below par." You did not buy with the understanding that you were to sell as soon as you had them paid for. If you did you are a "Quitter." Now it is very little for any employee on the Yard to cry when he is getting interest on par value and the best company in the world, Uncle Sam, is back of it. What about the young man that went across? Did he get the investment you did? Would you change places with him? Think this over, boys, and let us show them in Washington that we are with them.

NOT TO BE FLATTERED

We've come from the mud and the dirt and the slime of it,
Out of the blood and the hurt and the crime of it,
Some of us limping on crutches, and some
Minus an eye or an arm or a thumb,
More or less shattered by shrapnel and battered,
Still for all that we don't want to be flattered.

We've known the sleek of the steel and the brunt of it,
Heard and grown sick of the squeal at the front of it,
Wallowed in blood that our comrades had shed,
Carried the wounded and turned the dead,
Bullets have spattered around us and clattered,
Still for all that we don't want to be flattered.

While with a song or a cheer we all went over,
Many a strong waited here to be sent over,
They would have shared each triumphant advance,
Suffered and died, too, they yearned for the chance;

Fate sent us to it, but now that we're through it
Cheer us a little, but don't overdo it.

The Navy Yard Employee.

STRUCTURAL SHOP, BLDG. 44

A pall of gloom hangs over our shop,
From apex to foundation prop,
And counties are the unuttered sighs,
And dimmed with tears are many eyes,
Bowed are our heads, with deepest grief,
For Janet's on an eight-day leave.

Mac, instead of squandering his hard earned income in riotous living, is doing far worse. He is expending it for printed copies of the Rev. Myers' sermons.

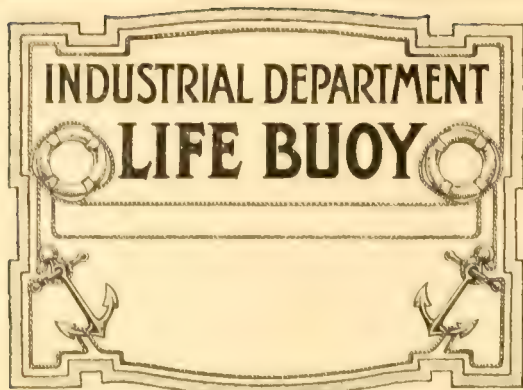
Mr. Riley, the only and original "Mr. Riley, they speak of so highly," is again with us, and the shop now seems natural.

The genial Charles Brooks is at present busily engaged in enacting the drama entitled, "Out again, in again." May he soon be with us permanently.

Roger Outwait is confined by illness to his residence on State Street. He has the best wishes of us all for a speedy recovery.

Ask Neal who experimented with his tea.

Children, next month perhaps I'll tell of "Uncle Frank" and our dear "Aunt Nell."



Editor-in-chief	R. W. Ryden
Editor.....	J. R. Hugelman
Associate Editor	H. L. Hartford
Associate Editor and Business Manager	M. O. Richards

CENSORSHIP OF THE LIFE BUOY, INDUSTRIAL DEPT. MAGAZINE

In order to clearly define duties as regards censorship, of those charged with the publication of the Life Buoy, the Industrial Manager has issued the following order.

1. It is directed that hereafter the instructions for the censorship of the Life Buoy be modified as follows:

2. The articles will be obtained and prepared for publication by the force of the Safety Engineer and under his supervision. All matter will then be submitted to the Safety Engineer, Mr. J. R. Hugelman, and his assistant, Mr. H. L. Hartford, for censorship. The Safety Engineer will then transmit the articles proposed for publication, together with any comment from the censors, either oral or written, to the Shop Superintendent, who will then pass final judgment on them and authorize or prohibit their publication according to his judgment, except that in cases of doubt or differences of opinion

the matter will be referred to the Industrial Manager for final action.

3. The Life Buoy is intended as a magazine of general and useful information for all employees of the Industrial Department and to bring us all together and to promote good feeling and cooperation and general efficiency. Good natured jokes are desired, but articles detrimental to any employee or which would in any way cause annoyance to any member of the Yard force are not wanted and will be refused publication. Confidential matter and information which it is not desirable to give out to the public are also prohibited.

4. Articles and sketches are solicited from all employees. This magazine is for the employees as a whole and in the interest of them and the work of the Navy Yard. It is desired that all cooperate to continue its successful publication. Its columns are open to matters in connection with clubs, associations, and unions of employees, and contributions of this kind will be welcomed.

L. S. ADAMS,

Captain, Construction Corps, U. S. N.
Industrial Manager.

CRITICISM—AN ASSET OR A LIABILITY

"Criticism is either an asset or a liability. Never listen to a critic who cannot suggest something to take the place of the thing he would tear down."

Criticism should never be destructive. It should be given with the idea of helping the one being criticised. The best criticism should be constructive—it should suggest something to take the place of the act committed rather than

to simply say it should not have been done.

Every ambitious man—every man who is trying to improve himself and his work will gladly accept a suggestion. When he reaches a point in his life or his work where no one's suggestion will be accepted, he is sure to stand still. He will soon be in the rear, for his colleagues are ever moving forward.

Listen to suggestions, no matter from whom they may come. Even the office boy may suggest something that may be of great assistance to you. It has been done—that's why so many former office boys are now in managers' chairs.

You will find men who are continually criticising someone, but without a suggestion for the improvement of things or conditions. These same men would never tell you your own faults, but are always eager to tell the other fellow. This kind of criticism never helps anyone.

If you would build up and help your neighbor, tell him where his action is wrong and at the same time suggest something to improve him and his work. This kind of criticism is always upbuilding.

If critics would turn the searchlight upon themselves and their own work, they would find that self criticism is always in order and many times of great value.

There is hardly a day goes by but what some one says: "I should not have done that." If it stops there the point is lost. On the other hand, if you suggest to yourself what should have been done, you profit by your own criticism.

I don't believe in saying "Why did I fail?" but rather, "Why did I succeed?" In handling big affairs you will be pre-

pared to meet similar conditions, should they arise. Look to your successes rather than to your failures.

This is not a day of tearing down and discouraging by criticism, but one of upbuilding and improving by suggestion. I consider every suggestion for improving myself or my work an asset, and not a liability.

Let this be a motto for you: **"Criticism with suggestions solicited."**—San Joaquin Light and Power Magazine.



WAR WORK BADGE

The returning soldier displays on his sleeve the badge of his "outfit" with considerable pride and we, as members of the First Naval District, are offered a similar opportunity to wear the bronze badges now being sold in all departments of this Yard.

The nominal sum charged is only sufficient to defray the cost of designing and making the badges. It was originally intended to distribute these badges free but since there was no appropriation available to defray the cost of them it was impossible to carry out the original intention. This fact also we believe was responsible for the delay in placing these badges at the disposal of the members of the First Naval District.

These badges can be purchased from the Liberty Loan collectors in all the Shops.

MACHINE SHOP, BLDG. 80

Manager A. R. Loud of the shop baseball team and his staff of assistants held a meeting in Boston recently at the Copley-Plaza. Secretary John Munday missed the special train, but followed on the next local. Upon arriving in Boston, John was confused by so many tall buildings, and went into a temporary coma, at the Pemberton Street station. His official card was found upon his person and after great efforts on the part of "Boston's Finest," Manager Loud was finally located at the "Old Howard." Upon learning of the sad accident to Sec. Munday, Mgr. Loud directed that he be taken at once to the Copley Plaza, where he soon recovered sufficiently to attend to his necessary duties.

Running a pipe from three wells to three houses without crossing a pipe is play, compared to making out one's income tax return.

Ralph Spinney has returned from a few days' visit to Concord, N. H. While there Ralph gave his auto a complete overhauling, to be able to carry out his usual summer program.

If anyone should hear of a consignment of shipping tags that have become lost in transit, they will confer a great favor upon Dan Hayes by notifying him.

Why is it that Harry likes to go to Hampton every Saturday and Sunday? Is it because he wishes to be all ready for summer?

It is understood that Donald B. is planning to spend the summer in the Maine woods, far, far away from the wild women at the beaches.

Freeman's Hall, March 12, 1919. There's that gang of rough necks from

Bldg. 80. R. Nathaniel, J. R. Munday, Pete and Smiling Mog.

After all due consideration a man married and with a family has the edge on the boys as far as income taxes are concerned. Anyone having any doubt on this subject, consult any single young man who worked overtime in 1918.

From all recent returns our shop bowling team has given up the ghost. Hard luck, too, when they showed such promise at the start of the season.

We all hope that on the very next consignment that "Bill" receives, he will do some entertaining.

All this time, and we have had a Nazimova in our midst and never suspected it.

Duration of time and seasons are figured by some fellows in this shop from the closing of the beach season until it opens. When closed, it is winter, when opened it is summer.

With the grade they now sell, and the capacity of the average man, five pints, it is wonderful what amazing persistency some folks display trying to get the kick from it.

It makes everyone wonder what the trouble is when they see "Brad" in Portsmouth on a Saturday evening.

We all wonder if Chase has got his box of clams yet.

Everyone in the tool department is anxious to know if Emery will ever learn to play bid whist. Perhaps the "Frog" can tell us.

Francis X. Bushman in all his splendor could never approach Walter for looks, especially when Walt gets into the old "soup and fish."

Place: Any dry community. Principal questions of the day.

How's the jug coming along?

Does it really make a good drink?

Do you have to boil it hard for five hours or only for two?

Do you know of anyone who has tried it?

How much are hops?

What does the yeast do?

How long before it's fit for use? Etc., etc., etc., and several more of like character, but the one admonition which accompanies all replies, as one of our esteemed shopmates says, "Be sparing of the water."

SUPPLY OFFICE

The Supply Office of Portsmouth claims the record for small demurrage charges during the war. In the fiscal year of 1918, 3016 cars were unloaded with the total demurrage charge of \$70, and in the fiscal year of 1919, up to February, 2103 cars were unloaded with a demurrage charge of \$34. Such a record reflects credit upon the whole Supply Department as well as on Mr. Harwood, Bos'n Jeffery and Mr. Duffy, who had the work in charge.

Twelve officers, besides Captain F. T. Arms, the Supply Officer, have served in the General Store during the war. There are now five officers on duty besides the Supply Officer, three of whom are Naval Reserves.

The work of the Electrical Section was made the subject of an article by Captain F. T. Arms, which was printed in the U. S. Naval Institute Proceedings, Volume 44, Number 8, Whole Number 186, of August, 1918, in which by comparing the prices at which certain articles had been bought with the latest bids of outside concerns, it was figured that one-half a million dollars had been saved. As the number of fixtures has been greatly increased since the writing

of the article and the prices of the later purchases being lower than the first, it is estimated that these savings now have amounted to well over a million dollars.

Ensign H. O. Shaw, Pay Corps, is the latest Officer to be detached from the Supply Office. He was here about six months and made many friends. On February 10, 1919, he left for his home in Miami, Florida, via Schenectady, N. Y., where he has interests in the General Electric Company. He has now returned to Miami, Florida, where he is Vice-President of the Georgia Lumber Company. While in Portsmouth Mr. Shaw took great interest in the historical points of the city. In a recent letter received from him he states that now there is big business going on in Miami and prospects were never so bright as at present. While Mr. Shaw was always very optimistic concerning the future of Miami the Supply Department feels sure that whether business is good or bad, Mr. Shaw will prosper, and wishes him the best of luck as he leaves the service to enter the business field again.

Col. John Leavitt of the Stores Section, who has been on sick leave for several days on account of an attack of sciatica, has resumed his duties.

Pauline Herbert and Marion Wilson, Yeomen (F), who have been employed in the Public Bills Section of this office, have been transferred to Washington, D. C.

William Burns and Edwin Rivas have returned from a vacation in the Massachusetts woods.

Ethel R. Sandford and Ellen A. Bowden, Yeomen (F), have passed the Civil Service Examination and received appointments at Fort Constitution. These

appointments have not yet been accepted.

Mr. and Mrs. Winfield Sprague are receiving congratulations on the birth of a daughter.

The Yeomen (F) at this Yard are very wide-awake and we think it is about time some one related their deeds of prowess, especially if it can be done through the "Life Buoy," in which we are all keenly interested and whose pages all enjoy.

Last summer when Boston was celebrating Navy Day, and invited all enlisted personnel to contest in water sports on the Charles River, a rowing crew was formed, and although they did not get together soon enough for any real practice until about two weeks before the eventful day, they came in fourth out of ten entries.

A basketball team is now the excuse for much excitement. They have played various high school teams: a team from Berwick which had the record of never having been beaten before; and a game with Boston Yeomen (F). The scores are as follows: Yeomen (F), 22; Portsmouth H. S., 19. Yeomen (F), 7; Portsmouth, H. S., 10. Yeomen (F), 10; Portsmouth H. S., 5. Yeomen (F), 12; Boston Yeomen (F), 19. Yeomen (F), 11; Newburyport H. S., 10. Yeomen (F), 12; Berwick, 10. Yeomen (F), 4; Berwick, 2.

The spirit of get-together is very strong here and all feel that these past two years have been most eventful; and now that the time draws near for dis-enrolling a feeling of regret at separating is experienced, and not only will a League of Nations but also a league of friendships be the result of the cause which brought us together.

ELECTRICAL MACHINE SHOP NO. 79.

Much sympathy has been expressed for "Louie" in his recent illness.

We wonder if there will be a Base Ball League on the Navy Yard this summer. We will be there with a pennant winning aggregation.

Our Bush League catcher has been limbering up his salary arm. As you all know, he was famous for his wild throws to second. His endeavor to regain control is his reason for the mid-winter training.

Much work has been done for the Shop and the Life Buoy by our artist, Birchall.

We wonder who snapped the lock? Ask Pie.

It is now generally known at Cape Neddick that the Armistice has been signed.

We wonder what makes White Leg-horns lay brown eggs. They must be drinking Bevo instead of water, since the town went dry.

The "Bulshreviki" has hit York County. The result of a recent uprising is the declaration of war by Ogunquit on Cape Neddick. We wonder who will lead Ogunquit's army.

BY MERCURY LIGHT

Charlie is hoping it will rain soon so he can wash the windows in the blue print room.

Moore is wishing for windy weather. His eyes are very weak.

Why are the mercury lights so attractive? How about it, Celia?

We're hoping the submarines will go out soon so Lou will work more contentedly.

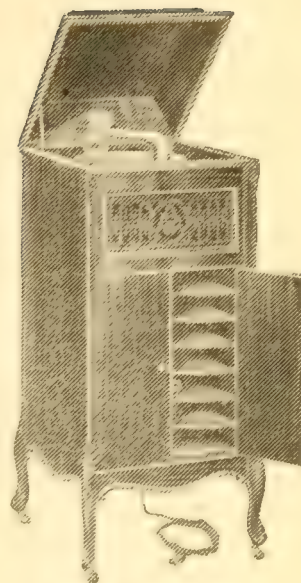
Looks as if Anna would be leaving the mercury lights pretty soon to live by the seaside.

THE
ARIONOLA
HAS MADE GOOD

there are a number of good phonographs on the market but only one that will make you think you are listening to the actual voices of the world's greatest artists. hear all kinds of talking ma-

chines then come in and listen to Galli-Curci, John McCormack or Harry Lauder. there's a reason. you'll understand it after you hear the Arionola.

\$20.00 to \$200.00.



Model 9, Price \$150.00.

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EVERYBODY'S STORE

141 CONGRESS ST. - - Y. M. C. A. BLDG.

PORTSMOUTH, N. H.

New Windows, New Fixtures, New Goods.
The Same Low Prices, The Same Service.

EVERYBODY'S STORE

"I SAW IT IN THE LIFE BUOY"

PATTERN SHOP NOTES

It is rumored that the Income Tax nicked off quite a slice of one young single Patternmaker.

Bill says he is burning the midnight oil trying to figure out whether it will pay better to remain single or get spliced.

Anyone who has had experience both ways, and is willing to talk about it with figgers to back up their statements, should take him in hand before it is too late.

He says the way he makes it 'twill take a wife and about 17 kids to stand off the Collector.

Come on, girls, while he is wavering.

See M. M. Hoyt for Fruit and Ornamental Nursery Stock, Ornamental Shrubbery, Roses, Plants and Bulbs, R. F. D. No. 1, Greenland Road. Tel. 298-2. Ady. 3-31-19-4-1-19

It is about time for one of our members to show his curly locks. That is a sure sign of Spring.

We wonder why Bill forgets his errands when sent to the Foundry. Is Mary responsible for the absent mind?

Does our friend "Nick" need a valet or a wife, or is he just getting ready for the Summer, as he has forgotten his collar for the past few days? I hear he is going to enter a race.

We hear that one of our crew has become an orator. How about it, "Al"? When do we get our stump speech?

KNOTS AND SPLICES

That's a bad one for you, Shapleigh? You know, Pussy Willows.

Oh Fudge! Mr. Pinkham.

That was some fudge, Miss D—.

When it comes to entertaining, Mrs. J—, is ace high.

Alice M. just can't make her eyes behave.

It's a bad case, Harold, but you should not steal a sweetheart of a soldier.

Alice M. certainly likes tea. What kind is it, Jonesey?

What makes Mrs. D. laugh so much? Where did she go on the 11th of March?

How did you like the moonlight walk, B—?

Any celgrass in the docks, Bill?

SHIPFITTER SHOP

Can anyone imagine Cheney with a moustache?

Why is Doris so sleepy mornings?

Fernald has a regular hour for getting that candy.

The steel gang is getting pretty well adjusted and the work shows decided improvement.

Has anyone noticed how much heater the shop is lately.

He hear the S-3 put it all over the S-1 on speed, submerged.

We wonder:—

When Dave Moulton of the bull gang is to be married.

If Bridle needs a Martingale.

If Stanley has bought the new machine yet to carry that 10-lb. boy. Good luck.

If Barnabee isn't some pitch player.

What we all would like to know, is Russell Wood?

We hear that Brother Joy is taking up a collection for an ear trumpet, he doesn't quite get all that little "Billy" has to say.

Hartford would like to know whether John Duggan has found his goat yet.

Bill Redden has bought a mileage book, via the front door for hot brick.

"A Penny Saved Is a Penny Earned"

We can help you save a
good many pennies on

HOUSE FURNISHINGS

See Mr. WOOD

99 Penhallow St. Portsmouth, N. H.

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Overalls, Shirts, Hosiery

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NEW HAMPSHIRE

FORD SERVICE

Fulis Bros. Men's and Boys' Shoes

Fine Shoe Repairing CONGRESS ST. TEL. CON.

"I SAW IT IN THE LIFE BUOY"

BREEZES FROM BOILER SHOP

We wonder why a certain pretty young fellow fell so hard for the Salisbury parties. Don't blush, Murray.

There is a rumor around that the girl in the office is breaking more than one heart.

When are the bells going to ring, Kathryn?

What is the attraction from Bldg. 80? Ask Frances.

Why is it that Kingsbury likes to roll oranges in the office door?

Louie, our heartbreaker, is soon to present the girls with a 4-2 lb. box of chocolates. The girls say to make it Page & Shaw's.

Anyone who would like a midnight feed at the "Chinks" should notify G. McIntyre, who is right there with the "eats."

We wonder if it is Webster's dictionary from which Walker obtains his fancy words.

Anyone wishing to obtain lessons in "shummie" dancing should first notify our expert dancer Emery.

We hear that there is soon to be a wedding in Newburyport.

What are you going to play next, "Chickie?"

We wonder how Knight is enjoying his vacation.

Wanted—Overalls to mend, by fellows who are rather handy with the needle and thread. Isn't this true, Mike and Speed?

PAINT SHOP

Buck has returned to the fold. He says there is nothing like good old Kiltory.

Work is getting scarce, which accounts for so many new bitumastic painters.

Poor old Smythy at last has found his

true stride. Let us hope that he profits by past experience.

Gertrude says, "I should worry, I've got thirty days' vacation due me."

Our foreman, Mr. Walter L. Ball, who recently died, is sadly missed by one and all. One really does not realize a man's good qualities until he is gone. Mr. Joseph Morrill, who is acting foreman in charge, is well liked by all and is a most fitting man for the position left vacant by Mr. Ball's death.

Yiddy Simmonds is right there when it comes to trading. If you don't believe it, ask Smith or Boston.

We hear that our old friend Rossley is going to train with one of the noted wrestlers. He is looking for a return match with Farrier Boston. Old scores?

We miss our friend Eddie Ames, who died recently with pneumonia. He was well liked by all his shopmates and his company is sadly missed.

It is the wish of every one that our old friend, Roger Outwait, may have a speedy recovery from his recent illness. No squarer man than Roger ever handled a paint brush.

BUILDING NO. 7

WE WONDER:

Why Kiko and Joe were so busy chewing gum after that Lawrence trip.

Why Yvonne left her apron home.

If Laura can tell the difference between a doughnut and a turnover.

Why Kiko and Elizabeth are not on speaking terms.

Why Miles doesn't go fishing. He has a good line.

When St. Clair will get his new frock and overalls.

Why Mary is so lonesome lately.

Why the loft was so quiet Monday. How about it, girls?

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Store for Men's and Boys' apparel

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ENLIST AGAINST THE HIGH COST OF LIVING

"TRADE AT THE CO-OPERATIVE STORE"

Clean, fresh meat, groceries and provisions at reasonable prices.

Every stock holder has equal rights, and the store is managed for the benefit of all workmen.

M. T. C. CO-OPERATIVE ASSOCIATION

Market St.

Portsmouth, N. H.

ONE
FOR
ALL:

ALL
FOR
ONE

"I SAW IT IN THE LIFE BUOY"

SPAR SHOP NOTES

Some of the boys are seeing squillees in their sleep. Why not, when they turn out 1,000 per day?

Lona is enjoying a hard earned vacation. She is taking a rest, by hanging wall paper somewhere in Dover.

Tobey never knew there was so much sawdust in the world, until he operated the new sawmill.

Quartermen Caswell is a busy man these days, between laying deck on the Frisco and work on the Roanoke.

The employees will all be glad when they get in their new shop, which they understand will be erected in the near future, due to the congested condition of the present shop. There are times when a compass is necessary in order to navigate through building No. 45.

PUFFS FROM 81

WHY:

A certain stenographer is singing Lohengrin's Wedding March so much of late.

Mr. R. doesn't smoke Fatimas any more.

The dictionary in the Safety Engineer's office is the best excuse.

A Ford is labelled "a bunch of junk" after the owner has spent part of the night shining 'er up.

A young lady in the Material Section is so dazzled.

Ensign Rasch wears a "Sunny Jim" smile.

The inkwell in the Estimating Section is always dry.

The two little girls in blue find the dry dock so attractive.

Mr. Brackett isn't round shouldered from carrying such thick letters to one of the Labor Board assistants.

Googins doesn't try to secure bachelor apartments at Pierce Hall.

SMITH SHOP

Frank Armstrong, with the help of Walter Clark, has discovered the Fountain of Youth.

The barber at York who cut Eli Pickering's hair tells us he got enough hair to make a hair mattress. Eli has had a cold ever since.

Tommy Lynchey is to deliver a lecture on the Benefits of Paying an Income Tax.

It is rumored that Jack Chapman is to write funny stories for the Kittery Budget.

Red Chamberlain has a new kind of an auto to sell. The chief feature of this machine is that it runs by hot air.

Hank Linscott has purchased another horse. If another auto runs into him he will have to have a new wagon.

The veteran clam digger, Bill Critch, tells us that he expects to make a record digging clams from the South Boston flats next week. According to Bill the clam as a brain food is hard to beat.

Elmer Riley is to try to perfect a new plant called the Prohibition Potato. If it is a success his fortune is made.

Mrs. Margaret Ireland is spending her thirty days' leave with her husband in Philadelphia. It is rumored that she will not return, but we all hope that when her month is up, we shall see Peggy in her usual place.

Miss Doris McKinnon, Mrs. Ireland's cousin, has left the office and gone to her home in South Boston. Miss McKinnon does not expect to return to the shop. We wish her all success where ever she may be.

Miss Alice Miller is taking Mrs. Ireland's place in the office during Mrs. Ireland's leave of absence.

A. D. S. REMEDIES

AT

Adams Drug Store

ON

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THE PORTSMOUTH FLOWER SHOP

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FANCY CUT FLOWERS

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PORTSMOUTH

"I SAW IT IN THE LIFE BUOY"

SEEN THRU' THE PERISCOPE

K. C. Bousch, former Asst. Outside Supt., has accepted a position in a Duluth shipyard.

H. D. Bacon, Outside Supt., is now in charge of construction at the MacDougal-Duluth shipyard in Duluth.

M. E. Nicholls has also accepted a position with Mr. Bacon.

Ensign E. H. Bruce, U. S. N., has received his discharge from active duty, and is now employed in the Submarine Drafting Room. His presence no doubt will help the chances of the baseball team, as he was on last year's Dartmouth Varsity team.

H. R. Weaver of Ithaca, N. Y., has started under Mr. Yeomans in the Hull Division.

Lt. Commander P. T. Wright has taken Commander Lewis' place as assistant to Commander Howard. Before coming here he was assigned to duty at the Lake Torpedo Boat Co.

The S-3 has been out several times under the command of Commander J. W. Lewis. Aside from several minor repairs the boat is in very good condition, and will undoubtedly go to Provincetown very shortly for her trials.

T. B. Pinkham of the Machinery Division has left to take up a position with the Bath Iron Works.

While on the way to the restaurant the other day, L. W. Scheirer was the recipient of a most undesirable gift, in the form of a fairsized stone. Some brailess jester evidently thought that life around here was getting boresome, and decided to liven things up by practicing throwing hand grenades. However it quite upset Scheirer's peaceful frame of mind, as it required the services of the Dispensary surgeon to repair his dented dome.

H. C. Sweetser and H. H. Ericson, having successfully passed the Civil Service examination for Copyist Draftsman, have received their appointments.

The draftsmen have received a most welcome increase in wages. The ratings were based on the recent Macy Board award, which was accepted by the Navy Department. The change in eligibility rules made it possible for the following copyists to be promoted to the rating of draftsmen: E. G. Kittredge, E. C. Kimble, and B. T. Newton, to Ship Draftsman; and C. C. Coffin to Marine Engine and Boiler Draftsman.

"Oh tell me, learned Oracle—"

Where Pattee gets that seeming drag with the females.

Why Conlon is such a Silas Marner.

Why Kittredge doesn't get more sleep.

When Ray's unexhaustible line will ever get tangled up.

If Berna wouldn't like to get into a good old 5 & 10 game.

When Pop Lord will ever move again.

If Preble will ever learn to play whist.

If Collier ever has nightmares.

Why Colliton does not promote a Championship match.

Not victory of self, but over self, expresses true liberty and democracy.

Fellowship is the most tender and gentle, yet exacting force in the universe—always finding expression in the Golden Rule.

The hole you make in giving is the hole you must receive through. You cannot receive with a closed hand—you must open up first.

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To get acquainted with a live wire store, A store that KNOWS what men want and HAS it. Good, dependable merchandise at right prices, and good service.

"MASTERCRAFT" AND "LEOPOLD MORSE'S" MEN'S CLOTHES "RIGHT POSTURE" BOYS CLOTHES ARROW COLLARS HATHAWAY SHIRTS CHENEY TIES
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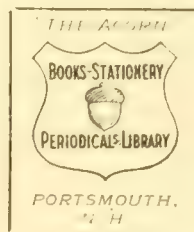
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"I SAW IT IN THE LIFE BUOY"

Roster of Labor Organizations Whose Members Work at the Portsmouth Navy Yard.

PORTSMOUTH METAL TRADES COUNCIL

Metal Trades Council meets every Friday at Odd Fellows' Hall, N. H. Fire Insurance Company Building, Congress Street, Portsmouth. President, H. L. Hartford; George A. Cate, 123 Richards Ave., Secretary.

BLACKSMITHS

Rockingham Local No. 230, I. B. of B. & H., meets 1st and 3rd Monday, 7.30 p. m., at Painters' Hall, Freeman's Block, Congress Street. M. O. Richards, 72 Summer Street, Secretary.

BOILER MAKERS

Local No. 467, I. B. of B. & I. S., B. & H. of A., meets every Wednesday, at K. of P. Hall, Freeman's Block, Congress Street. John A. Quinn, The Islington, Islington Street, Secretary.

ELECTRICAL WORKERS

Local No. 502, meets 1st and 3rd Wednesday at 8 p. m., at Moose Hall, High Street, Portsmouth, N. H. M. L. Schwarz, 151 High Street, Secretary.

FOUNDRY EMPLOYEES

Local No. 68, Foundry Employees, meets second Monday at N. E. O. P. Hall, Daniel Street. Jeremiah Crowley, 7 McDonough Street, Secretary.

MACHINISTS

Ranger Lodge, No. 836, I. A. of M., meets every Wednesday at 8 p. m., at Odd Fellows' Hall, N. H. Fire Insurance Company Building, Congress Street. A. R. Garland, 161 Austin Street, Secretary.

METAL POLISHERS

Local No. 107 meets 1st and 3rd Sunday, 6 p. m., at G. A. R. Hall, Daniel

Street. Joseph B. Goodwin, Kittery Depot, Me., Secretary.

MOLDERS

Local No. 403, I. M. U. of N. A., meets 2nd and 4th Thursday, at Socialist Hall, Congress Street. Carl H. Garver, Box 419, Kittery, Me., Secretary.

SHEET METAL WORKERS

Local No. 352, Sheet Metal Workers, A. S. M. W. N. A., meets 2nd and 4th Thursday at G. A. R. Hall, Daniel Street. Charles R. Quimby, Kittery, Me., Secretary.

Affiliated Locals

CARPENTERS AND JOINERS

Local No. 924, Carpenters and Joiners, meets every Tuesday, 8 p. m., at Painters' Hall, Freeman's Block, Congress Street. George Whittemore, 43 Market Street, Secretary.

COOPERS

Coopers meet every second Monday at G. A. R. Hall, Daniel Street, Portsmouth, N. H. J. P. Armstrong, 504 Middle Street, Corresponding Secretary.

CARPENTERS AND JOINERS

Local No. 1982, Carpenters and Joiners, meets 1st and 3rd Thursday at Painters' Hall, Freeman's Block, Congress Street. Walter N. Meloon, 45 Rogers Street, Secretary.

FEDERAL EMPLOYEES

Local No. 90, meets 1st and 3rd Wednesday, N. E. O. P. Hall, Daniel Street. Miss Stella B. Chamberlain, 401 Miller Ave., Secretary.

FIREMEN

Local No. 354, I. B. of S. F. & O., meets 1st and 3rd Sunday, 2 p. m., at Socialist Hall, Congress Street. Frank H. Davis, 697 Sagamore Avenue, Secretary.

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Cream Pie and all Kinds of Loaf Cake

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ELKAY'S STRAW HAT DYE

16 Colors, all the Popular Shades

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Ground Grippers.

The Best of Work Shoes and Rubbers.

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By using Electric Appliances for Cooking

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Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

PAINTERS

Local No. 81, meets 2nd and 4th Fridays at Painters' Hall, Freeman's Block, Congress Street. Frank T. Cox, 170 Gates Street, Secretary.

DRAFTSMEN

Local No. 4 meets 1st and 3rd Mondays at N. E. O. P. Hall, Daniel Street. W. B. Collier, 49 Orchard Street, Secretary.

PATTERN MAKERS

Pattern Makers' League of N. A. meets 4th Tuesday each month at N. E. O. P. Hall, Daniel Street. J. E. Nicholson, Kittery, Me., Secretary.

RIGGERS

Local No. 259, I. A. of B. S. & O. L. W. & R., meets 2nd and 4th Tuesday. G. A. R. Hall, Daniel Street. William Palfrey, 302 Marcy Street, Secretary.

WOODWORKERS' HELPERS

Local No. 16047 meets 1st and 3rd Monday at Woodworkers' Hall, Congress Street. Thomas Benfield, Fleet Street, Secretary.

CLUBS AND ASSOCIATIONS**LEADINGMEN AND QUARTERMEN'S ASSOCIATION**

Leadingmen and Quartersmen's Association meets the second Friday of every month at G. A. R. Hall, Daniel Street. President A. J. McCourt; John Foye, Box 219, Kittery, Me., Secretary.

PORTSMOUTH NAVY YARD IMPROVEMENT ASSOCIATION.

President	T. F. Flanagan
1st Vice President	E. L. Chaney
2nd Vice President	H. M. Chandler
Recording Secretary	P. J. Rossiter

Financial Secretary
Treasurer

J. Watts
E. V. Wilcox

The Treasurer, Mr. E. V. Wilcox, states for the benefit of the members of the Association that there is \$387.49 in the treasury of the Portsmouth Navy Yard Improvement Association.

PORTSMOUTH NAVY YARD MASTER MECHANIC'S ASSOCIATION.

President	T. F. Flanagan
Secretary and Treasurer	S. D. Gilkey

WHAT IS YOUR STATE OF MIND?

If you think you're beaten, you are;

If you think you dare not, you don't;

If you'd like to win, but you think you can't,

It's almost a cinch you won't.

If you think you'll lose, you're lost,

For out in the world we find -

Success begins with a fellow's will—

It's all in the state of mind.

If you think you're outclassed, you are!

You've got to think high to rise;

You've got to be sure of yourself before

You can ever win a prize.

Life's battles don't always go

To the stronger or faster man;

But soon or late the man who wins,

Is the fellow who thinks he can.—Ex.

A GOOD CITIZEN

A good citizen is the man who constantly and consciously accommodates his conduct and his business to the rights of others and to the interests of the community.

President Woodrow Wilson.

**THOSE WHO PAY CASH
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**WE BUY AND SELL FOR CASH FOR SIX LARGE
NEW ENGLAND STORES**

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Place your order for your Overland NOW. Its only a short time before the spring riding commences.

Model 90 Touring \$985 F. O. B. Factory and they are GOING FAST.

There will be a shortage on some size tires this spring better order now.

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will furnish the new China and Glassware, Aluminum and Nickel Utensils, Bath Room Fixtures, Mirrors, Tinware, and Enameled Ware, Wire Goods and Woodenware.

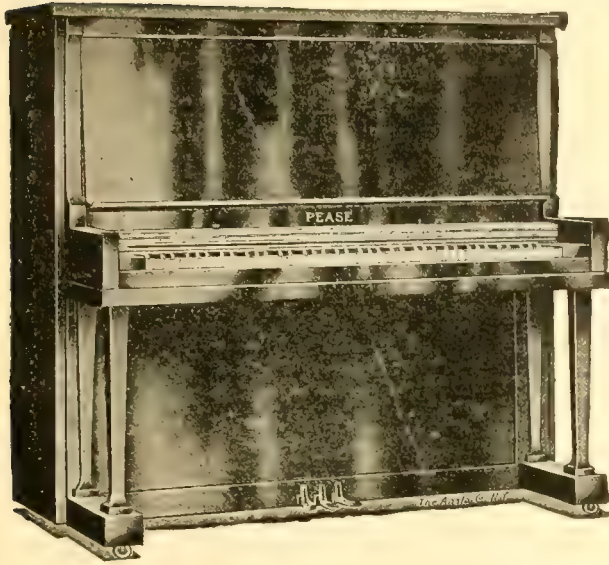
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If you are interested in a Piano do not fail to visit our warerooms. It will be worth while. BOURNE, PEASE, LESTER, HAINES, etc.

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VICTROLA EDISON DIAMOND DISC COLUMBIA
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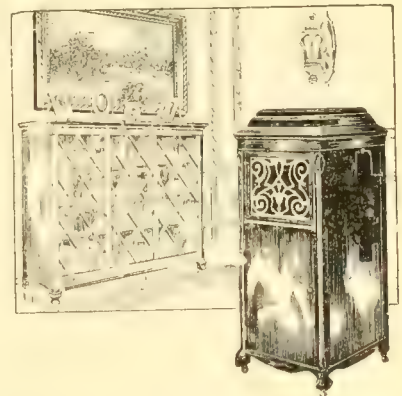
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"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL DEPARTMENT LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. II

MAY, 1919

NO. 5

LIBERTY LOAN RALLY

Address by Congressman Weaver

Back in the early days of the Civil War, up in Massachusetts or down in Massachusetts, or wherever it was, there was an old fellow by the name of Artemus Ward; and they were having a meeting here and their boys were going to the front to whip the Rebels and save the Union; and some of them suggested to old Artemus Ward the propriety of his volunteering and going into the Army. "Well," he said, "do you know I feel powerfully prompted; I feel an awful strong impulse to go, but really when I begin to think of it, I am just overwhelmed with a sense of my own unworthiness; I feel that some worthier man ought to go, and really I don't know any family in the whole world that is as fine a family as my wife's kin to go, including the old lady and her mother."

But I am not too proud to fight, but am getting most too old to fight, and I want to tell you boys that I have made a glorious contribution to this cause. I have three of the finest girls down in Oklahoma, beautiful as a dream of Michael Angelo carved in stone; and do you know one of those girls was a great student and there was a fellow down there who was just crazy about her and hanging around my house like a yellow dog, and I actually had to run him off. She loved books and didn't think much of that fellow until he told me that he had enlisted and was to sail across, and then they were married the very next day.

And the example was a good one, and my second daughter, Amelia, was in love with a great football star, and why they didn't hardly wait two hours when the boy had enlisted in the Marines—and I see some of them out there, the bravest of the brave, God bless them! (Applause).

And my youngest daughter, Lucy, why there was a great big boy six feet three, and he was just crazy about her; she was but seventeen years old; he joined the Navy and went over seas. He hasn't come back yet, but when he does come back, blessed be God, there is a wonderful surprise down in Oklahoma for him; we have got the prettiest little blue-eyed boy in the whole world. (Applause). What do you think of my contribution to the good cause.

I want to tell you boys about a trip I had about a year ago down in Kentucky for the Liberty Loan. They had a special train, and I don't know how they came to invite me. They had some real speakers, a lot of manly soldier boys from Camp Zachary Taylor and some fine young officers, and preachers so thick that their legs had to hang out of the windows, and speakers of all sorts; why some of them honestly couldn't speak as good as I can. With some of them silence was golden and for some of them speech-making was a crime and some could stir you to the very depths, but I feel sure that we all had just one message—we have all ready gone over the top—because all

Kentucky had risen in the Third Liberty Loan Campaign, as of old upon the hills of Scotland the plaided warrior arose at the sign of the fiery cross, and every speaker was cheered. They cheered the poorest speakers the most. What were they cheering; why not the talkers; they were cheering the Flag and the cause and the Liberty Loan and this great Country that we love and the Spirit of Liberty and the forty-eight indestructible States of an Indivisible Union. And now a year has gone, a year of momentous history, and they say that the fires of patriotism that burned on every hearthstone in the land a year ago when the boys went over seas—they say that the fires of patriotism are burning low and dying down in the dead gray ashes. I swear to you that I don't believe it. This is our Country, the same America that we love, the same liberty that we love. My heart is cheered; my soul is thrilled when I see these thousands of loyal American citizens, and I see the magnificent work that you did in the last Campaign.

Let me say just a word to you about this war. We don't love war; we love Peace; we hate war. I was in the city of Washington when the news came that there was war in Europe, and half of the Members of Congress and three-quarters of the Members of the Senate didn't know what the War was about; they didn't care what it was about. It wasn't our War. This great country of ours, lapped by the shores of the sea, devoted to its own ideals, cared nothing for Europe. George Washington said that against the insidious wiles of foreign nations the jealousy of a free people ought to guard constantly. Thomas Jefferson said, "Peace and commerce and honest friendship with all nations, but entangling alliances with no nation." John C. Calhoun, "Peace is above everything our policy." And in the year 1913, in the great Capital of the United States, I heard tall the expression of the foreign policy of this Government from the lips of the greatest man that ever lived in the tide of

time—the president of the United States, Woodrow Wilson. (Applause). And what did he say: "Our foreign policy is compounded of but two elements, peace and our own honor." Why, Germany claimed to be a friend of ours, and we were good friends to the German people. Thousands of them had settled in our Country and made good citizens. We sent our boys over there to be educated in their great Universities because we revered the genius of the German mind. There was a Germany of our dreams; it was the Germany that gave birth to men such as Beethoven, Luther, Mozart, and Schiller. But the living Germany of 1914 was bloodstained and brutal and they put one arm around this Country that we love but with the other they held the dagger of the assassin. What did they do! They spent thirty million dollars to subsidize a venal press; they took lumps of coal and made bombs of them and hid them in holds of passenger ships. They tried to blow up our Navy Yards and to dynamite canals. They organized in this Country sedition against England, sedition of India and rebellion of Ireland. Is that all! Why, the German Minister of State, when we were at peace with Germany and Germany pretended friendship for us, the German Minister of State wrote to the German Ambassador in the City of Mexico proposing to him to go to the Mexican Government and make an alliance between Germany and Mexico and Japan to make war on the United States, and they proposed to give to Mexico as the spoil of the battle the three lost states of Arizona, New Mexico and Texas. Why, I was born beneath the heliotrope sweeps of Texas skies, and I know the Texas people, and I swear to you that not all the Mexicans and Japanese and Germans this side of Hell could ever take one barren acre of Texas soil. (Applause).

But that isn't all. On the 31st day of January, 1917, the German Ambassador stepped into the office of your hired man, (because that is what all public officials are), the Secretary of State

Robert Lansing, and handed him a note and what did it say? It said that on the very next day unrestricted sinking of all ships would be inaugurated. They went up toward the North Star; they drew a line north of the Shetland Islands all the way down a thousand miles wide around Ireland, England and Scotland, and France and Spain and Italy, and said that every neutral ship from that date found within that bounded area would be sunk. That was unrestricted warfare. We had had restricted warfare before when they claimed to be at peace with us, and all they did at that time was to sink the Lusitania and 636 neutral ships and kill 226 American citizens when they were at peace with us. They call that restricted. For God's sake, what would they mean by unrestricted?

In two years we had a commerce of six billion dollars with the foremost countries of Europe. They declared they would put down our commerce. I suppose the German Emperor purposed to destroy all the commerce of the United States by the stroke of a pen on the theory that the pen is mightier than the sword. The blue rolling Atlantic! God made it; time writes no wrinkle on its azure brow. Who gave the German Emperor control over the seas! Why, thank God, he don't own a tax title to a rolling wave of the ocean. (Applause). It is ours. John Paul Jones out on the ocean fought to defend the sacred freedom of the seas and that is how we got into the war. Let me tell you how—if you boys will pardon me, I believe I will tell you an Oklahoma story. Down in my State there was a fellow that lived in the Country, and he concluded that he would like to go to the Legislature. He had all the townsmen with him—the fellows that were like the Lilies of the Field that toiled not neither did they spin, and Solomon in all his glory was never dressed up like one of them. All he needed was just a few farmers to vote for him. Now his wife had two luxuries, one a new Ford car and the other a big bulldog. So he got into the car and so did the bulldog and

they went into the Country looking for farmers. He did not get very far before he saw an old farmer in the field and he was tossing hay into his wagon with a pitchfork. He got out of his car and went toward him and shook hands with him; and at about that time the big bulldog jumped out of the car and made a savage lunge at the farmer. You all know what the farmer did to the dog; he ran the prongs of the fork right through the dog, and the indignant owner of the dog said to the farmer: "Why in the devil didn't you hit my dog with the other end of the pitchfork?" And the farmer said: "Why in hell didn't he come at me with the other end?" (Applause). Well, the German Bulldog had the drool of hydrophobia and he came right at us, and by the God above the skies, the United States pitchforked the German Bulldog, didn't he, and you boys helped to do it.

The Liberty Loan, why should I talk about it? You know more about it than I do. You have been toiling like the Roman galley slave at his oar. You have made the night join labor with the day. There wouldn't have been a ship steam out of Portsmouth Harbor or any harbor except for the strong right arm and the sturdy brave brown hands and the noble patriotic hearts of the working men of this great Country. The war was won in the workshops of the United States of America. The war is over; are we going to pay for it? What is there back of a Liberty Bond? Just the good faith of a Government that never broke its word. We don't call a contract a scrap of paper. The contract of the United States Government is the contract of the American people and it is registered in letters of gold upon the doomsday book of the Lord God Almighty in Heaven. (Applause).

But I am going down here to the ancient and historic Town of Salem and I have got to catch a train in a little while. I swear I am glad to see you boys because we are all working for the same great cause. Sacrifice—talk about sacrifice! The man that gives

his money, what does he give? He makes the best investment he ever made in his life. What is money, anyhow! I want to tell you a story. One time there was a man who had an inordinate love for money and he was going along the road and he looked down and there was a dirty silver piece of money in the road, about like that which Judas sold the Savior for, thirty pieces of silver. And the man stooped down and picked it up and put it in his pocket and he lived to be an old bent man and all his life he was looking down like the Mammon in Milton's poem, and Milton says that Mammon was the least directed spirit because he looked down for the gold on the pavements of heaven and this man all his life was going along the dirty road looking for a dirty dollar, and as he went by there was the free song of the uncaged bird and the blue of the skies above and the sweet voices of children and the low sweet crooning love of the mother's lullaby, and the patriotism that burns in the heart of the true American, but he didn't see any of it; he didn't hear any of it; he was deaf and dumb and blind, although looking for a dirty dollar. We don't want a dollar of that kind because all that it is worth is just what is back of it. Is honor nothing more?

Sacrifice! The boys that went over the seas, the glorious and heroic 26th New England Division with nearly 2,000 dead upon the field of honor. (Applause). The men that stood up to their waists in the mire of the sodden fields of Flanders and that held the long and ragged line of No Man's Land swept by the rake of Hell and blasted as the Scoriale Rock where John saw the angel in the sun,—where are they now! Thirty-five thousand American soldiers were killed in battle; fifteen thousand American soldiers died of wounds; twenty-five thousand American soldiers died of disease; one hundred ninety thousand American soldiers were maimed and wounded and scarred and blinded. That was the sacrifice! Now I want to tell you in conclusion

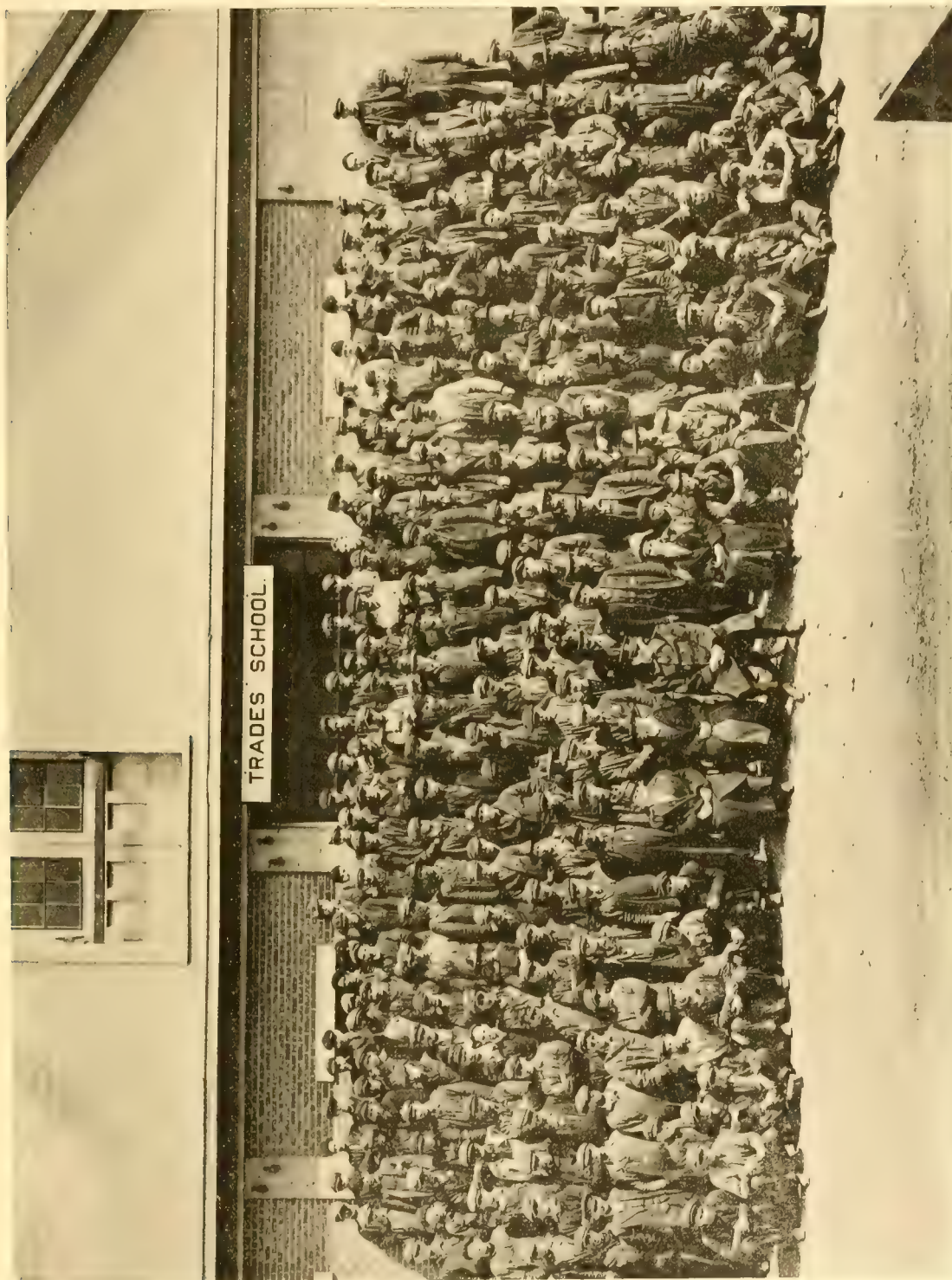
this story and I read it in an old, old sacred book.

Elijah went to Horeb, the mountain of God, and there was a great storm that ripped the rocks and grinded them to powder, but God was not in the storm; and there was a great earthquake that rent the earth in twain, but God was not in the earthquake; and there was a fire after the earthquake, but God was not in the fire; and after the fire—you all know it through the Bible—after the fire a still, small voice, the voice of God, that said: "What doest thou here, Elijah?" Oh, my Countrymen, Fellowworkers, Fellow Americans, upon this glorious twenty-first day of April, in this great shipping port, this great workshop of the Government that we love, may I not say to you: What doest thou here, Elijah!

Now, one other word I think of. Upon the great Trafalgar Square in the City of London, there is a monument to the man who was England's greatest Seaman; he fought a hundred fights and never lost a single one, Lord Nelson, and upon the field of Trafalgar, do you know what he put up as the message for the soldiers and sailors and seamen who were fighting the great battle? Upon the pennant of the flagship was this glorious message: "England expects every man to do his duty." He was stricken mortally wounded and as he fell into the arms of Captain Hardy, his dying words were: "Thank God! I have done my duty," and thank God, I know that you will all do yours. (Applause).

THE TRADE SCHOOL

What a contrast between the pleasure and satisfaction radiating from the faces of the men in the above picture and April with its flitting clouds and passing showers. And yet April is one of the most noteworthy months in the history of the United States and its Navy Yard at Portsmouth. It is now two years since our country made its formal entry into the "Great War."



When that momentous decision was reached extraordinary efforts were made in all departments of our civic life to adjust the activities of the people to a war basis. This necessarily caused the withdrawal of large numbers of men from their usual work in the various mechanical trades and along with this great upheaval in industry arose an equally urgent and insistent cry for ships and still more ships. Ships of all descriptions, both Naval and Mercantile were needed and needed quickly. To meet this unprecedented and pressing demand satisfactorily was a problem of the greatest magnitude.

Our shipping industry especially in recent years had received but scant encouragement, with the consequence that there was no large class of trained operatives to fall back upon in this emergency. It was thus apparent that such means and measures must be adopted as would train men and women quickly to supply the deficiency in skilled workers. This shortage which was equally felt in private and Government yards was made still more acute by the enlisting and drafting of skilled workmen into the various branches of the Army and Navy.

In our own Yard the authorities determined to meet the serious situation and overcome the difficulty as speedily and as efficiently as possible. After the war was declared, owing to the increasing demand for shipfitters a night school was established in the Mold loft to increase the supply of men in this trade. This school under the direction of Mr. Gilkey, the Master Shipfitter, met with remarkable success. The men who attended the night school have made good. The school proving so successful, and outgrowing its quarters, a further step in advance was a logical necessity, and it was therefore decided to establish a "Trade School" for the training of skilled workers in the various shipbuilding trades.

An order was therefore issued by Mr. Schlabach, Shop Superintendent, that a "Trades School" under the manage-

ment of a "Director of Shipyard Trades" be established. This order became effective on the first day of the eventful month of April, 1918.

Lieutenant McCarthy was chosen to fill the onerous and responsible position of "Director." Mr. McCarthy associated with himself on the staff of instruction the following well known men, whose standing in the various trades in the Yard was a guarantee of their ability and efficiency: R. J. Gilker, Emery, Lyford, J. Keene, Morrell, A. Keene, G. C. Robinson; and later after their successful graduation from the school: Warner, Havener, Miller.

It is no disparagement to any of these men to say to organize them into an effective teaching staff, because, in the first place, none of them had any previous experience in this kind of work; secondly, it is a difficult matter to get a number of men to act together concertedly and establish an esprit de corps among them, and thirdly, the only building available was ill-adapted to school purposes, and poorly equipped for practical instruction.

Moreover there was no little misgiving in some quarters as to the ultimate value of such an undertaking.

These initial difficulties might easily have thoroughly discouraged the "Director" and his associates and thus jeopardized the success of the new enterprise. But looking at the work entrusted to their care in a broad minded way and inspired by the great opportunity before them, they took hold of their task energetically and unitedly. The results achieved by their efforts is what warranted the establishment of the school as well as the justification for the confidence reposed in them.

The "Director" was instructed that the School should consist of three classes:

- (a) Green men without any previous training or experience in any trade.
- (b) Mechanics of other trades wishing to take up another.
- (c) Mechanics wishing to become

more efficient in the trade of their own selection.

It will be seen that this classification is very comprehensive. No one was excluded if he wished to take advantage of the opportunity to learn a trade, and at the same time help win the war. It included "outsiders" as well as "insiders." That this privilege might be enjoyed to the fullest extent the "Director" made periodic trips "into the highways and by ways" and urged men to come in and share the responsibility and pleasure of engaging in Naval work as their active part in helping to win the war, and thus make the world safe for democracy.

On the opening of the School in April, 1918, classes were formed for instruction in the following trades: Riveting, shipfitting, drilling, outside machinist, coppersmith, chipping and caulking, electric welding, shipsmith, moulder, acetylene welding.

It was only natural that men employed on the Yard should be the first to avail themselves of the chance to improve their own position in life and help even more actively in the Great Struggle. At the opening of the School a large number of men applied for admission and during the first month of the School's existence more than 130 men were receiving instructions in the different trades. During the months of May, June, July and August, 1918, the number of admissions each month gradually increased in an ascending curve until the maximum number of 216 was reached in the last named month. From that time onward during the rest of the School's life, that is, until March, 1919, the curve of admissions gradually declined until the number was but 95. It is only fair to say, however, that the decrease in the number of admissions was in no way a reflection on the "School" but was due entirely to other causes.

On applying for admission to the School, the applicant was required to state what trade he wished to learn, what previous experience that justified

his choice, and therefore seemed to insure success in that trade; his assignment to that trade usually followed. But before a final decision was arrived at, it was necessary to pass a personal examination before one of the officers of the School, and if this official was satisfied by his "sizing up of the applicant" his assignment to the trade of his choice followed as a matter of fact.

The student was then "tested out" for a short time and if found wanting in aptitude for the trade of his choice was given another chance at a different trade, and finally if his mechanical ability was below par, he was discharged. The cards of the School show that the percentage of cases in this class was low.

Including a very small number of duplication of names, a total of 1296 men were enrolled during the School year. This total registration doubtless exceeds that of any other similar "Trades' School" in New England.

The choice of trades by the men is worthy of notice. The choice was dictated partly by personal preference and partly by the needs of the Government. The shipfitting trade seemed to be the most popular with the men for upwards of 340 men made it their choice. The number that selected riveting totaled 316, and this trade was therefore, a close second to shipfitting. The next trades in the order of the numbers selecting them are: Drilling, 227; Chipping and Caulking, 192; Outside Machinist, 180. The other trades mentioned in the foregoing list were selected by the balance of the men.

If the choice of trades is looked at from the point of view of previous experience as justifying the student in making his particular choice, then the Outside Machinists easily lead, as approximately 75 per cent of the students in that department had some previous experience which appeared to insure success in the trade of their choice.

In the other trades the previous experience of the applicants was much

more limited. In many instances the choice of the student had no obvious relation to his former work or business. Yet it is not to be inferred that this class of students was less successful than the class choosing the Outside Machinists' Trade. It is clearly seen from the records of the School that there were other factors besides previous experience which extend very largely into the success or failure of the student.

The ages of the applicants varied all the way from 15 years to 70 years. Selecting the students in the Outside Machinists' Department, as perhaps a fair example of the different classes, the average age of the student was approximately 25 years. This average would compare favorably with that obtaining in institutions of a similar nature. The records show that the success of men well over the average of 25 years was fully as great as that of those under 25. It appears, then, that it was the attitude of the student towards his work that counted most.

The educational qualifications of the students varied from that of college graduated to illiterates. The number of men who had completed a college course or who had some college training amounted to 48. The number of illiterates totaled 9. Of the balance about half had a grammar school training and the remainder had attended High School to a greater or less extent. The data available does not show to what extent the educational equipment of the student contributed to his success in learning the trade of his choice.

As to the geographical residence of the students, an inspection of the riveters' cards shows that 44 per cent lived in New Hampshire, 42 per cent in Maine, 11 per cent in Massachusetts and 3 per cent in Vermont. There is no data showing what percentage of the students came from the urban and rural districts of the several states. But it is reasonable to infer that the majority came from the country.

Of the foregoing three classes of men

for whom the school was established, it is clear that it appealed more largely to the first two classes than to the third. Because, men who were already engaged in some shipbuilding trade would scarcely have the time to work at their trade and attend the School. It was hoped that this class of men would find it worth while to attend the night sessions held at the Trades' School, but as these were discontinued their opportunity in this respect was closed. Moreover, men who are established in fixed relations hesitate considerably before severing the connections they have already formed.

The School then drew its students almost exclusively from the "Green men" and from those who desired for various reasons to change their trades. Selecting the shipfitting trade as typical of the others it appears that approximately 82 per cent of the men were "Green." The "Green men" were those whose previous experience was of such nature that it was in no wise directly helpful in shipfitting.

It also appears from the records of the shipfitters that about 18 per cent were more or less skilled in some other trade, which was more or less helpful in shipfitting.

The School was of the greatest benefit to both of these classes of students, and in helping these men it was likewise of benefit to the country at large. With regard to the first class it gave them an intensive training in a short space of time in certain fundamental principles in shipbuilding, which they could not possibly have acquired under other conditions in a much longer time. In their practical work the men were continuously under the eye of an instructor who always pointed out the proper methods to be employed either in laying out or carrying on the work.

In the case of men who had learned other trades and now wished to take up some branch of shipbuilding the School proved a boon. These men, of course, had the same advantages and privileges as the "Green men," but in

addition, the School made the transition from one trade to the other comparatively easy. This too was beneficial both to the Yard and the man. It was a preventive measure against industrial wastage. As the Yard is not located in a great industrial and labor district, it was a distinct advantage to the Government to retain if possible a good workman in its service. The function of remaking and reconstructing a workman was then a distinctive feature of the School's work.

The pedagogical methods employed in the School were substantially those that were recommended by the Shop Superintendent in his order establishing the School. The basis of these methods was practical training in the Yard or Shops during the regular working hours of the Yard and for this work the students received pay. The work was diversified as much as possible so that the practical training received was generally quite broad.

The course of instruction lasted three months, and students were admitted at any time. On completing the course he was usually transferred at once to the department to which he belonged. Here he was kept under observation by the leadingmen and given work on board ship and if his work was found to be satisfactory his rating as a mechanic speedily followed.

Under the old apprentice system many of these men would have been excluded from the shipbuilding industry. Without the assistance they received from the School their economic worth to the community would have been much less, and the country would have been deprived of help that was of great value.

Some of the ways in which the School has been helpful to the Yard have already been indicated. But some others still remain to be glanced at for a moment. To the "new comer," the Yard with its inherited traditional methods and its own special terms and language is very apt to appear strange and at times unreal. The School aided

the student materially in getting his bearings in his new environment. The "new-comers" were brought into more intimate touch one with the other. They had an unusual opportunity to gain the view point that is so often peculiar to the different trades.

Again the School also acted as a sort of labor "clearing house." If a "rush" job was given any shop, and enough men could not be spared from the other work on hand to do it, an appeal was at once made to the School, and the students were forthwith temporarily transferred.

The Director of the Trades' School and his associates constantly urged the students to work hard, pointing out that while the School made the way to learn a trade comparatively smooth, yet their success depended largely on their own efforts.

The exact number of men who passed through the School and are still employed on the Yard is not definitely known. But the records show that at least 60 per cent of the men who were transferred to the different shops prior to the closing of the School had received ratings in the several trades on or before April 1, 1919. Of this number some 20 have been given a first class rating. Considering the short period of training, and the critical attitude of some, this showing is certainly remarkable.

The reports of the various Master Mechanics, Quartermen and Leadingmen as to the quality of the work done by the students are very favorable.

On or about March 15, 1919, it was decided to close the School, because the needs of the various trades in the Yard could be taken care of through the ordinary channels that existed before the war. The students who still remained in the School on April 1, 1919, were transferred to "K" Shop, and under the direction of Mr. Gilkey will complete their course. If their work proves satisfactory they will in due time receive their ratings.

Lieutenant McCarthy and his associates on the staff of the School feel that the splendid results achieved in such a short space of time and that too under conditions which were none too favorable, amply reward them for thought and labor which they so cheerfully and ungrudgingly put into the new enterprise.

SUBMARINING OFF THE IRISH COAST.

Shortly after the declaration of war and upon the recommendations of U. S. Submarine officers who were sent abroad to consult with the British Admiralty, the Navy Department decided to send all the submarines available to the war zone, accordingly the eight K boats were dispatched to the Azores in October, 1917, and the L-1, 2, 3, 4, 9, 10, 11 and E-1 left Newport December 3, 1917.

After an arduous passage of the North Atlantic all the L-boats finally reached Bantry Bay, Ireland, on Feb. 21, 1918. The E-1 having been left at the Azores to help the K boats.

Immediately upon arrival at Bantry Bay a course of extensive training was mapped out by the Flotilla Commander, who by the way was Captain Nasmith, R. N., of submarine fame at the Dardanelles and Sea of Marmora. This course consisted of making approaches in Bantry Bay of a target submarine, familiarizing ourselves with the patrol methods of the British submarines stationed there, making one patrol on the British submarines before taking our boats on patrol.

In the short time allotted for this work, about three weeks, much valuable information was obtained and many wrinkles were learned that stood us in good stead later on.

The general scheme of using the submarines against the Huns was to so place the submarine billets or patrols as to cross the paths used by the Huns

in their operation against merchantmen. These billets were assigned letters and their location changed as summer came on and the Hun moved his hunting ground further to sea. Our billets were known of course to our surface craft on patrol and escort duty. Even with this knowledge we were frequently fired on by our own allied destroyers, Q ships, trawlers, or any other of the numerous surface patrols before we could establish our identity. Under these conditions which at times became quite embarrassing we had orders to take the risk of gun fire rather than to dive, to be mistaken for a Hun, and be shaken up by depth bombs. It is needless to say we all got quite expert with the different colored smoke bombs (our day identification) and with our Very's pistols (night identification). One of our subs made the serious mistake of thinking she hadn't been seen by a U. S. destroyer and dove. After a string of "ash cans" had been dropped by the destroyer she came up and identified herself, none the worse for her shaking up except some broken gage glasses and bursted light bulbs.

Our patrols were a week in port, and a week on patrol with two weeks in port every fourth patrol. The routine of a patrol would be in general as follows: Make a practice approach in Bantry Bay submerged, come to the surface, settle down on our ballast tank vents, close all hatches except the conning tower, have bow rudders rigged out, radio mast lowered, start both engines and head out of bay, signal number to forts at entrance of bay and when clear of bay head for patrol billet.

Arrive at west end of billet during night if possible and submerge at day break, run periscope depth with listening tube manned. If too rough to control boat at slow speed periscope depth go to 80 ft. and rely on K tubes or come to surface and run surface patrol (at discretion of Commanding Officer). Come to surface at twilight on eastern end of patrol (to get enemy in good light and have own boat obscured).

Dawn and twi-lights were the best time for playing the game as the Hun would invariably be on the surface at this time. After sufficient water had been pumped or blown out shift to one engine and charge batteries on the other. This routine resulted in submergence during the summer months an average of 16 to 18 hours per day. The air purifiers, which were of the soda-lime type, were started after about 8 hours but even with these going the oxygen ran to a low per cent so that smoking submerged had to be given up as many times matches would not burn. Meals were prepared submerged as on the surface except frying was not allowed. Most of the crew would not be on deck from the time we left port until we returned. All boats made contacts with the Huns at least once and some several times. After one of the contacts of the L-2 in which the Hun was destroyed the mail censor read the following in a gunner's mates letter. "My dear Jim, this is a great life if you don't weaken. The other day I sat in a three handed game with Satan and Saint Peter but I held high hand with a royal straight flush."

All agreed that with the possible exception of the "Q" ship game, the subs got more for their money than any other part of the Navy.

Lt. Comdr. P. T. WRIGHT, U. S. N.

IT IS NOT ALWAYS EASY

- To apologize,
 - To begin over,
 - To admit error,
 - To be unselfish,
 - To take advice,
 - To be charitable,
 - To be considerate,
 - To keep on trying,
 - To think and then act,
 - To profit by mistakes,
 - To forgive and forget,
 - To shoulder a deserved blame,
 - BUT IT ALWAYS PAYS.
- Exchange.

THE LAND OF NEVERTHOUGHT

A Safety Allegory.

By R. S. Bonsib.

Did you ever hear of the Land-of-Neverthought?

It is the home of I. B. Careless and lies in the Sea-of-a-Thousand-Regrets upon whose shores are washed the mangled remnants of what had once been useful workmen. Its gardens are parched by the hot breath of fever caused by untold sufferings while its rivers are filled with the tears of dependent wives, sisters, mothers and children or the life blood gushing from the torn and bleeding limbs of men who didn't think or the innocent victims of I. L. Takachance, the original know-it-all whose chief motto is: "I should worry about Safety"—but he doesn't.

From out of the depths of unconsciousness, which lies across the Land-of-Neverthought, comes the dull, unceasing moan of tortured spirits, punctured by sharp wails of agonized remorse, all of which is submerged in a monotonous repetition of the eternal question: "Oh, Why Didn't I Think?"

Over all falls a deep mist of lost hopes banked by black clouds of despair, from out of which come these words, like a mighty peal of thunder: "Never Again! NEVER AGAIN!"

But hark! There is another voice.

It is the Spirit-of-Beginning-Again saying:

"Accident-Makers, wake up! Gird on renewed resolution, seize thy sword of Carefulness and thy shield of Safety and flee from this Land-of-Neverthought before it is too late. Enter into the Realm-of-ALWAYS-THINK, where prosperity's sunshine illuminates a full pay envelope, where undertakers and hospitals have a long vacation between jobs and where there are no accidental pains or sorrows."

AFTER-THOUGHT—One think before an accident is worth a thousand thinks afterwards.

THE SPAR SHOP.

All the woodwork done upon the rigging, decks or hulls of vessels repaired at this Yard is produced in the Spar Shop and the Sawmill under the supervision of the Foreman Shipwright. The output is not limited to this Yard, however, as a good deal of the material used on all ships of the Navy for construction as well as repair of rigging and other wooden articles used aboard ship are produced here.

There are two divisions of the work; one, the manufacture of spars, blocks, boat hooks, flagstaffs for small boats, water breakers, tubs and squilgees. The other is the woodwork done by the shipwrights upon the decks and hulls of vessels under repair at this Yard. The shipwrights also prepare the blocking in the dry dock, dock and undock all ships put in the dry dock for repair, build stagings and cradles for submarines, and launch the submarines upon their completion.

Before the declaration of war, blocks and other articles manufactured in quantities were ordered by the dozen, but as soon as we were at war, they were ordered by the hundred. The demand was met by the installation of improved methods and especially designed machinery.

Block shells formerly painted by hand are now coated by dipping them in vats, draining them in carriages over drip pans. When dry they are delivered directly from the carriage to a team or truck. The installation of new machinery caused such a congestion that Building 65 was taken over as an assembly shop for blocks. The maximum production of blocks for any one period was 48,441 during the month of August 1918. Squilgees are now turned out at the rate of 1000 per day in five operations. The output of spars was materially increased by the addition of another spar lathe in Building 45 and the installation of new machinery in the saw mill; these are now finished and fitted up by hand in Building 42. By means of this new machinery about

150 boot hooks per hour can now be turned out. Water breakers and tubs, produced by improved methods, are smoothed by rotary sandpaper belts. Many of these manufactured articles are crated with material which was formerly considered waste.

The shipwrights have built the stagings and cradles for the submarines put overboard at this Yard beside various repairs to woodwork of ships, such as the laying of a new deck upon the U. S. S. Roanoke.

At the Sawmill are produced blocks for the dry dock, timber for shoring ships in the dock and heavy timber for other departments in the Yard. All saws of all the woodworking departments are filed at the saw mill.

Prior to the declaration of war there were about 45 men employed for all branches of work but this was increased to a maximum of 325 with some 60 or more women doing light bench work and running light machines. The force is now about 250 with no women doing bench work or machine work. In fact, no women are employed in the shop except in the office, tool room and one in the paint room.

The supervisory force in the Spar Shop is as follows: Charles Jensen in charge of all work covering shipwrights, spar making, coopering, blockmaking, and various kinds of manufactured articles, also in charge of saw mill and saw filing establishment, also docking and undocking vessels with the assistance of the following Quartermen and Leadingmen:

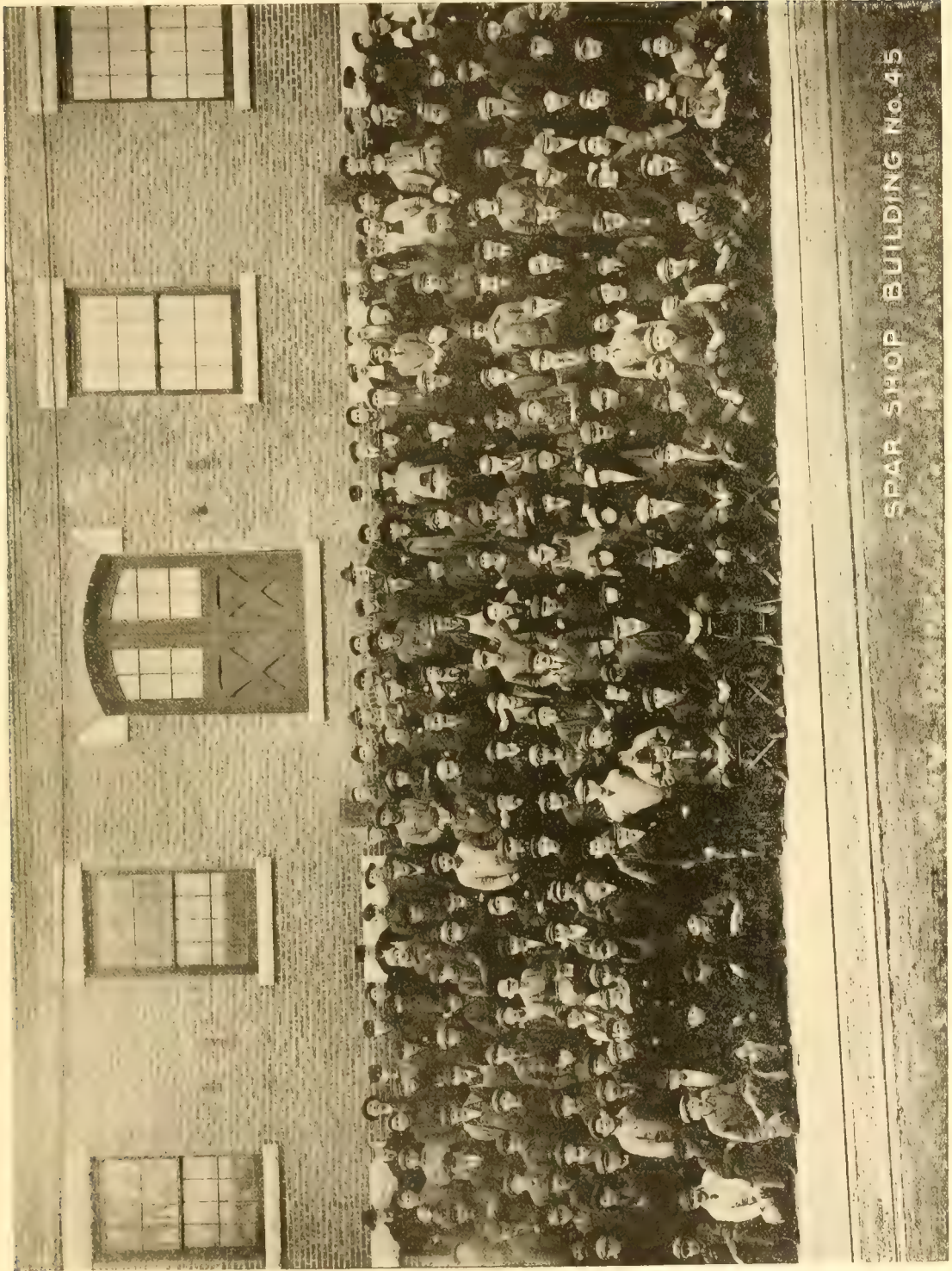
Quartermen C. A. Caswell, who handles dry dock, shipwork, and ship houses.

Leadingman P. S. Tobey, assistant to Quartermen Caswell.

Leadingman C. D. Greenleaf, assistant to Quartermen Caswell.

Leadingman V. C. Sawyer, handling all caulking and assistant on ship work.

Quartermen D. O. Blaisdell and Quartermen J. M. Varrell, handling all manufactured work in Building 45 with the assistance of Leadingman C. W. Pierce.



SPAR SHOP BUILDING No. 45

Quarterman E. R. Pruett, handling all spar work.

Leadingman H. G. Philbrook, handling all assembling work in Building 65.

Leadingman F. T. Quinn, handling all cooperage.



THE FOREMAN SHIPWRIGHT.

Our Foreman Shipwright Mr. Charles Jensen, was born in Washington, D. C., Jan. 4, 1884. He came to the Portsmouth Navy Yard in 1899 as an apprentice spar and block maker. When his term as an apprentice expired in 1905, Mr. Jensen was rated as a first class mechanic. In 1906, during the construction of the spars for the U. S. S. Constitution, Mr. Jensen, then 21 years old, was appointed an acting Leadingman and continued to serve in that capacity without an appointment until 1912. In 1912 Mr. Jensen was appointed as a Leadingman and in 1916 he was made a quarterman. After the death of Mr. Charles A. Wendell, the late Foreman Shipwright, Mr. Jensen was appointed to his present position.

Mr. Jensen has in a large measure been responsible for the introduction of improved methods and the installa-

tion of especially designed machinery which have made possible the production of spars and blocks in larger quantities. Very soon after the expiration of his apprenticeship Mr. Jensen designed and had charge of the installation of a spar lathe to replace the production of spars by hand.

Mr. Jensen is an enthusiastic sportsman and spends a good deal of leisure time with the rod or the gun in the proper season.

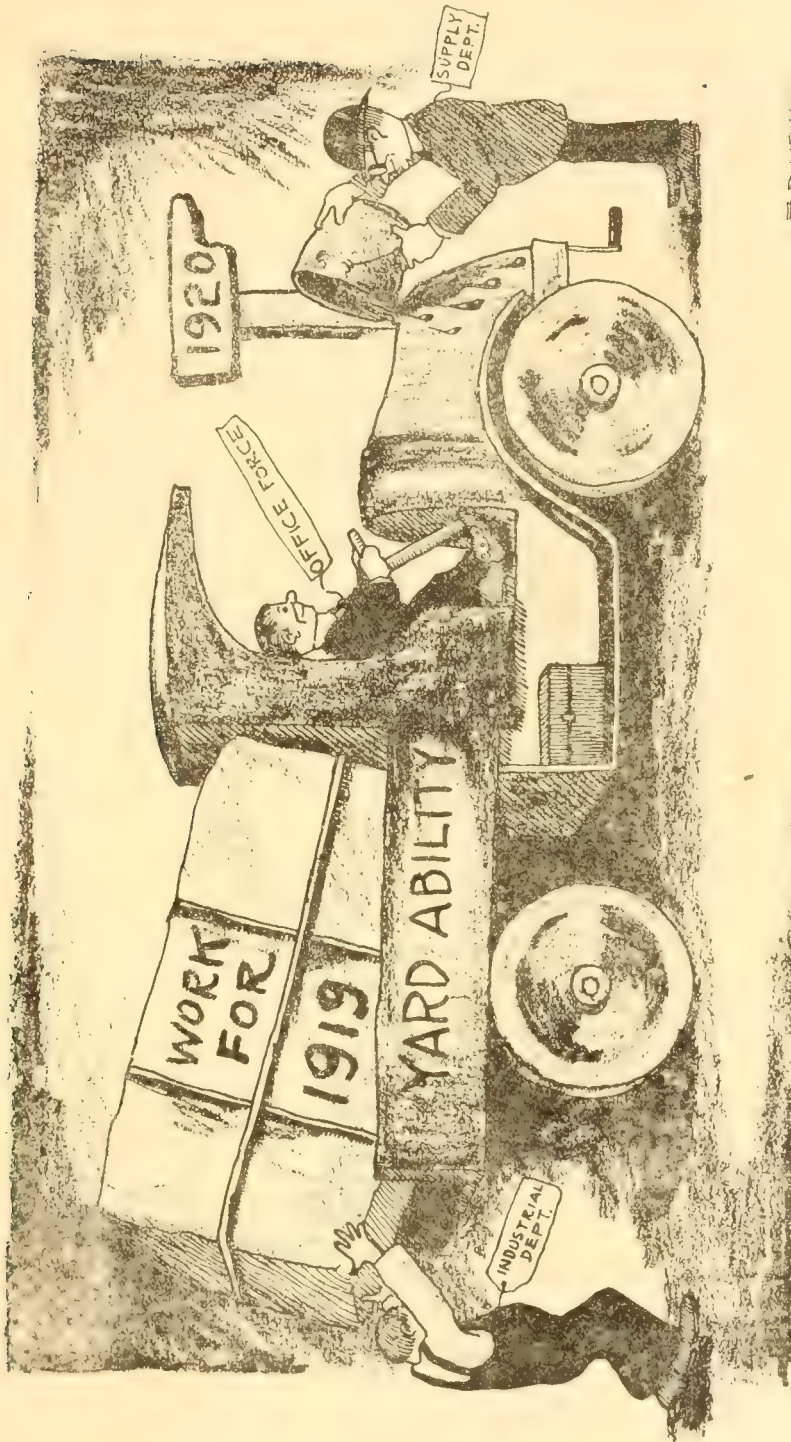
BASE BALL TEAM.

On the evening of April 17th, permission was granted by the Directors of the Sunset League of Portsmouth, N. H., to allow the Portsmouth Navy Yard to be represented by a team. It was voted to start the season on June 2d. The teams that will be represented in the League will be the Portsmouth Athletic Club, Y. M. C. A., Knights of Columbus, Portsmouth Navy Yard, Receiving Ship Southery, Atlantic Shipyard.

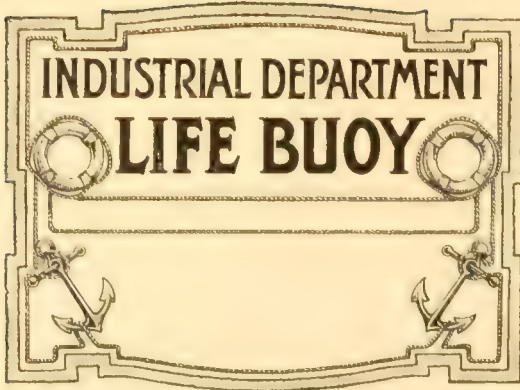
A mass meeting was held at 12 o'clock Tuesday, April 22d, where was discussed the formation and organization of the team that will represent the Yard. On Wednesday, April 30th, at 4.40 p. m., the first practice was held on number one diamond. About fifty candidates showed up. Two teams will be organized, a first and a second team.

The management of the "Life Buoy" contributed the first check, covering the initial cost for the bats and balls that were used. The team will be financed and contributions received from the Machine Shop Outside, and from other sources. It is expected to outfit the first team with nothing short of Major league equipment.

In that the Portsmouth Navy Yard is to have a team that will represent it in the League, it is up to the employees of the Yard to back the team to the utmost. This can best be accomplished by a continually large attendance at each game. The schedule of the games will be shortly arranged and it is hoped to have this complete schedule in the next issue of the "Life Buoy."



Courtesy "The Ditty Box", New Orleans Navy Yard.



Editor-in-chief R. W. Ryden
 Editor..... J. R. Hugelmann
 Associate Editor H. L. Hartford
 Associate Editor and
 Business Manager..... M. O. Richards

AN APPEAL TO KITTERY AND PORTSMOUTH FOR PASSA- BLE ROADS TO THE NAVY YARD.

It would be very much appreciated by the Navy Yard employees, at least those who drive automobiles, if the Town of Kittery and the City of Portsmouth would repair and put in satisfactory condition the road between the Navy Yard and Portsmouth.

In Kittery the part of the road between Rice's Hill and the Boston & Maine Railroad bridge is in particularly bad condition. Occasionally some rough dirt and rock are thrown on parts of it, but this has never resulted in any permanent improvement, and in a short time the road becomes just as bad as before. Also, in Kittery the part of the road in the congested part of the town on Government Street is becoming very bad.

In Portsmouth the road between the toll gate of the railroad bridge and the railroad tracks at the end of Market Street is very rough and full of holes and bumps. Last year an attempt was made to improve this, but the improvement was of short duration only.

The poor condition of these roads is also very detrimental to the trucks and automobiles owned by the Navy Yard

and which have to pass over them frequently. Roads such as these are not only very annoying to the local residents, but are also a source of discouragement to summer visitors. It is earnestly hoped that the local authorities will, in a spirit of progress, put these roads in satisfactory condition at the earliest possible date.

NOTE.—Since the foregoing was written it was noted that some progress has been made towards repairing the roads referred to. Such repairing, however, especially on the Kittery side, appears to be inadequate and of a temporary character only. A little dirt or sand thrown into the holes and hollows will not last long, and the road shortly becomes as bad as ever. The stretch of dirt road on the Kittery side between the crossing over the Railroad and the Post Road has always been particularly bad and is still so in spite of recent temporary repairs. Also, the road between the top of Rice's hill and the top of the crossing over the Railroad is still very bad. It is earnestly hoped that the proper authorities will do what they can to make these roads satisfactory for automobile travel on both sides of the river as soon as possible.

THE VICTORY LOAN

The Victory Liberty Loan at this Navy Yard proved what is considered a big success. The total amount raised by the Yard amounted to \$748,500, which is a great increase per capita over the amount raised on the Fourth Liberty Loan.

The official figures show that the amount subscribed by the Industrial Department was \$572,700 and that each and every person of the Department purchased at least one bond. The average amount subscribed by each civilian employee to the Victory Loan was \$130.92 against \$117.60 for the Fourth Loan. The Chairman of each Shop Committee deserves especial praise for the way in which he handled the drive in his shop. Mr. Samuel Gardner of

the Shipfitters Shop, through his efforts, accomplished an almost impossible task of obtaining a subscription for at least one bond from each of the 1165 employees of the Shipfitters Shop. Mr. Charles Tucker of the Boat Shop as usual managed to get a sufficient sum from that Shop to place it at the head of the list of all Shops of the Yard.

At the beginning of the drive a number of German helmets, taken by American troops in the occupation of Coblenz, were offered as prizes to stimulate competition. The Boat Shop received the one offered to the Woodworking Shop obtaining the greatest per cent of its allotment, while the General Drafting Room and the Power Plant won those offered to the Office Groups and Metal Trades Shops respectively. Mr. George Dixon, Master Boat Builder, subscribed for a larger amount than any person on the Yard and received a helmet as having the greatest subscription of any person in a Woodworking Shop,

while George F. Williams of the Shipfitters Shop, one of the oldest employees of the Yard, received another helmet offered to the person subscribing the largest amount in any of the Metal Trades Shops. Mr. Thomas Flanagan, Master Electrician, received the helmet offered for obtaining the largest civilian subscriptions from persons not connected with the Yard.

Admiral T. J. Cowie, in charge of the Victory Loan at Washington, has awarded this Yard a pennant for obtaining a one hundred per cent civilian subscription and has sent a telegram congratulating the Commandant on the magnificent showing of the Yard in the Loan.

In all five Loans the showing of the Industrial Department is one that has not only been appreciated by the Navy Department but by the officials of this Yard, and which is second to none on the records of Navy Yards on this Coast.

FINAL STANDING OF INDUSTRIAL DEPARTMENT GROUPS VICTORY LIBERTY LOAN.

Group.	No. Emp.	No. Subs.	Per cent of Subs.	Allot- ment.	Amt. Subscribed.	Per cent of Allot.
1. Boat Shop.....	111	111	100%	\$11,900	\$49,100	412.6%
2. Draft. Room, Gen'l.....	27	27	100	3,500	6,750	194.7
3. Draft. Room, Sub.....	42	42	100	4,900	9,300	189.6
4. Shipwrights.....	244	244	100	23,400	44,200	189.3
5. Paint Shop.....	69	69	100	6,700	12,650	188.8
6. Power Plant.....	107	107	100	9,500	17,400	182.0
7. Office Employees.....	100	100	100	7,100	12,750	179.6
8. Electrical Shop.....	167	167	100	15,900	25,600	160.9
9. Transportation.....	93	93	100	7,400	11,800	159.5
10. Sail Loft.....	13	13	100	1,400	2,200	157.1
11. Structural.....	173	173	100	15,700	24,000	152.8
12. Estimators.....	57	57	100	4,400	6,650	151.0
13. Pattern Shop.....	19	19	100	1,900	2,700	142.1
14. Machine Shop, No. 80.....	440	440	100	40,500	53,900	132.5
15. Machine Shop, No. 89.....	319	319	100	27,400	35,300	128.8
16. Joiner Shop.....	93	93	100	9,150	11,450	125.1
17. Smith Shop.....	96	96	100	8,600	10,600	123.2
18. Rigger and Laborers.....	152	152	100	13,300	16,300	122.5
19. Boiler Shop.....	87	87	100	7,350	8,900	121.0
20. Officers.....	30	30	100	8,500	10,150	119.1
21. Shipfitters.....	1,165	1,165	100	92,000	109,200	118.0
22. Elec. Mach. Shop.....	500	500	100	45,800	54,000	117.8
23. Foundry.....	137	137	100	12,600	14,250	113.0
24. Sheet Metal Shop.....	168	168	100	17,600	19,150	108.8
25. Smelting Plant.....	41	41	100	3,500	4,300	106.0
Grand Total.....	4,450	4,450	100%	\$400,000	\$572,700	145.2%



HUMPHREYS—REICH.

Miss Eleanor W. Reich and Mr. Stewart S. Humphreys were married on March 16, 1919. Mrs. Humphreys is one of the most popular stenographers in the Industrial Department. Two years ago she was the first girl to come to work in the Industrial Department under the Civil Service classified list. The result of the efforts of her fellow employees to give her a fitting welcome upon her return is seen in the above picture, the bouquet of carnations and roses on her desk, a token of the good wishes of Captain H. L. Wyman, U. S. N.

After the shower of bridal confetti, Mr. Allan Robinson, in behalf of her fellow employees, presented her with a half dozen solid silver knives and forks. Although Mrs. Humphreys was much surprised, she responded appropriately. The young people have the best wishes of all their friends for happiness and prosperity in their new life.

LIBERTY BOND CARDS.

The attention of all Liberty Loan collectors is again invited to the fact that there is an authorized agent to receive the bond cards of discharged men and the cards of those who have lapsed in their payments.

Mr. Charles F. Tucker of the Boat Shop is authorized to receive these cards and place them in safe deposit. He will render a proper receipt for each card given into his care. Mr. Tucker will in turn surrender these cards upon the presentation of the receipt by an authorized person.

THE SHIPBUILDERS.

When the sturdy ship is finished,
The workers gather round,
To take a last look 'ere she leaves "the ways."
They know their hands have built her and
Their hearts with joy abound,
For theirs is now the credit and the praise.

It took all hands to build her,
And each one did his part,
In making her a good seaworthy ship,
They're all there at the christening
And proud to see her start
Midst ringing cheers upon the maiden trip.

The builders hardly realize
How by their busy hands
The mighty ship is growing day by day,
Until with many souls aboard,
She sails for foreign lands
And they prepare another keel to lay.

And Uncle Sam is building now,
All kinds of ships for sea,
From giant men o'war to submarines,
And those Attaboys, the chasers,
That come upon the scenes
In time to grapple with the enemy.

All the workers in the shipyards
Are ready to defend
Their Country and their Flag with all their
might;

That peace may come, thru Victory
They'll labor 'till the end
And for the cause of Liberty and Right

Rose Villar, 550 West 184th St., N. Y. City

A GOOD JOB

Commendation is always pleasing and the following letter from the Commandant of the First Naval District reflects considerable credit upon this Yard:

From: Commandant, First Naval District.

To: Navy Department (Operations).

Subject: U. S. S. Roanoke Expedition of Repairs to and Alterations of, at Navy Yard, Portsmouth, N. H.

1. Attention is invited to the facts that the U. S. S. Roanoke arrived at the Navy Yard, Portsmouth, N. H., on January 16, 1919, for making repairs incident to being in collision in the North Atlantic, and to be converted from a Navy mine planter into an Army troop transport.

2. The repairs were made and alterations effected by the end of working hours, Monday, March 17. The Roanoke was to have a post-repair trial trip on Tuesday, March 18, but due to the very dense and heavy fog her departure was delayed until Wednesday, March 19, when a trial trip was held which proved satisfactory, after which she proceeded to Boston, arriving in the evening of March 19. The Roanoke was coaled and furnished certain supplies and certain personnel not obtainable at Portsmouth, N. H., and sailed from Boston at four o'clock, March 21.

3. Special attention is invited to the expeditious and efficient work done on this vessel at the Navy Yard, Portsmouth, N. H.

SPENCER S. WOOD,

Rear Admiral, U. S. N.

His work of this character, well and quickly done, that does more than any thing else to bring additional work to the Yard. Keep up the good work and show that no other Yard can beat us.

HISTORY U. S. NAVY YARD

Portsmouth, N. H.

(Continued from last issue)

During 1840 a diving bell was purchased and used to facilitate the removal of the debris of part of the sea

wall which collapsed in August carrying a man with it and injuring another. To avoid the possibility of a recurrence of this, Mr. Calvin Brown was employed as Engineer and Draughtsman and from that time until today, there has always been a Civil Engineer at the Yard.

In 1843 the Sloop of War Saratoga, built at this Yard, narrowly escaped total destruction upon leaving the Yard for her first cruise. She encountered such heavy weather in clearing from the harbor that every anchor was let go, the heaviest guns used as drags, and the masts cut away. Thus reduced to a mere hulk, she rode out the gale in safety. When it had moderated and cleared up sufficiently, she was discovered to have anchored about two cables' length from the shore off Rye Beach. Only a short distance from her stern was a most dangerous reef of rocks, and had she driven but a short distance further, she would in all probability have gone to pieces, and not a soul on board have survived to tell the tale of her shipwreck.

No sooner was the Saratoga launched than the keel of a new sloop of still greater tonnage was laid, and she was launched under the name of Portsmouth in 1843, being the second sloop of war of that name built on the Piscataqua. She was built under the superintendence of Naval Constructor Josiah Barker and was modeled on the lines of the America, a famous privateer of 1812 to 1814. This vessel rendered very useful service and was only in comparatively recent years broken up.

In 1844-45 Captain Storer, Commandant of the Yard, recommended that a Master Joiner, Master Smith, and Master Painter be appointed permanently so that men in these positions might feel more interest in their responsibility because they would have no incentive to prolong a job to insure their work. Captain Storer's recommendation was ignored. From 1845 to 1848 little or no construction work was done at the Yard, appropriations being sufficient

merely for repair and maintenance of the plant. The number of workmen employed was smaller than any fiscal year since 1826 or than any succeeding fiscal year up to 1877, dropping to three men for the months of February, March and April. The keel of the first steamship, the *Saranac*, caused an increase in the force so that December 1, 1847, there were 134 men employed and during the year 1848 there was an average of 143 men on the Yard pay roll. At this time Mr. Parris reported as Civil Engineer, retaining Mr. Brown as his assistant and began a vigorous campaign of improvement upon the Yard.

After a careful survey of the Yard by Civil Engineer William P. Sanger it was decided to install a floating dry dock in a basin with a marine railway. Two rival firms were very zealous in advancing the claim for their particular style of floating dock with the result that the so-called balance dock of Gilbert and Secor was chosen for the Portsmouth and Pensacola Yards and the sectional style of dock at Philadelphia and Mare Island. The dock was completed in November 1851, tested and accepted in 1852. It was in continuous service until it was sold in 1907 and was destroyed later at Revere Beach, Mass. The Head House, our present Joiner Shop, was completed in 1853, as a one story engine house; this was remodeled five years later and another story and a half was added. Most of the work from 1850 to 1852 was along the lines of permanent improvement and repairs to existing structure. In 1852 the first chaplain to be stationed at the Yard, Rev. P. B. Clark, reported for duty.

On April 6, 1854, Congress appropriated \$3,000,000 to build six first class steam frigates and to alter, complete and launch the *Santee* at Kittery and the *Sabine* at New York. The *Santee* had been on the stocks since 1820. The keel of the steam frigate *Franklin* was also laid while her predecessor of that name was being broken up on the railway at the head of the dock basin.

A bridge was authorized and built during this year from the Yard to Seaveys Island, the present site of the Naval Hospital and Prison, carrying with it the privilege of a right of way through the Yard. The expense of building the bridge was borne by a private corporation. All material for people of the island carted through the Yard and packages at night carried by hand were subject to inspection by the Yard watchman at no little inconvenience to both parties.

In June 1858 the Turkish minister, Said Suleiman, accompanied by the Turkish Vice-Admiral Mehemed Pasha visited the Yard and both were received with appropriate honors.

By authority of Congress the keel of the *Mohican*, the second steam vessel to be built at this Yard, was laid in July 1858. In the early part of 1858 the *North America*, a steamship of the Portland to Liverpool line, made this port disabled from a collision with an iceberg. Because of lack of proper facilities for taking so large a ship out of water, the Department acceded to the request of the company that she be repaired upon the dock here.

A commission consisting of Commodore Francis H. Gregory, president; Capt. G. S. Van Brunt, Commanders C. H. Poor and John R. Tucker, and Lieut. David D. Porter, late Admiral of the Navy, was detailed to investigate and report upon the "condition, defects, and deficiencies" of the various Navy Yards on the Atlantic Coast. This report on this Yard is quoted verbatim in Preble and it is not deemed advisable because of lack of space to do the same here, but it may interest our readers to read some of the criticism so that they may compare conditions then and now.

The smith shop could accommodate one hundred men but twenty-five was the maximum number employed. The machine shop was over the smith shop, there being twenty-eight men employed there, including foundry men, the tinner, the engineer and the foreman steamfitter. The clerical force of the Yard was small in comparison with

other Yards but the board could see no reason for increasing it.

The woodworking shops as is natural at the time of wooden ships were in good condition and according to the board were very satisfactory except for the recommendation of some minor additions. The boat builders' shed, however, was condemned because of so much inflammable material and the fire hazard from a steam box at the south end. There were only two or three men employed in repairing and in making blocks at the joiner shop and most of the new blocks were supplied from the Boston Navy Yard.

The "floating dry dock" was found to be in good repair, but in the opinion of the board it was too small for the larger class of vessels. The board recommended the purchase of the water front of Seavey's island next to the Yard to avoid the blocking of the creek. It was considered desirable to keep the creek clear because of the possibilities of the creek as the site for a stone dry dock, which we know was built in the creek bed. There was further agitation for the purchase of Seavey's Island and Mr. Chandler, the Civil Engineer, made a survey and investigated the titles.

April 27, 1861, the Commandant received orders to put the Yard on a war footing, to fortify Fort Sullivan on Seavey's Island with a battery of 8-inch guns, to open a recruiting station for the Navy and Marine Corps. The guard was doubled and addition made to the watchmen. By May 1st the working force of the Yard had increased from eighty-five men to eight hundred twenty and before December there were eight hundred men employed.

The keels of two steam sloops, the Kearsarge and the Ossipee were laid in April. The Kearsarge is of particular interest to us because of her famous encounter with the Confederate steamer Alabama off the port of Cherbourg, France, outside the three mile limit.

The Kearsarge left the Yard Feb. 5, 1862, under command of Comdr. C. W. Pickering, cruising around fruitlessly in search of the Alabama. The com-

mand of the ship was transferred to Capt. J. A. Winslow, late in 1863. The Kearsarge finally blockaded the Alabama in Cherbourg, France, and Capt. Winslow was challenged by the Confederate Commander to fight beyond the three mile limit. Capt. Winslow accepted and the fight took place on Sunday, June 19th, 1864. The Alabama was accompanied by a French cruiser to see that neutrality was preserved and a small steamer bearing the flag of the Royal yacht squadron of England. By forcing the Alabama to steam in a circle while fighting Capt. Winslow prevented the Alabama from breaking away and steaming back within the three mile limit. This action lasted one hour and ended by striking of the flag on the Alabama and sinking the vessel stern foremost. The small British steamer before mentioned made away with the survivors of the Alabama, literally stealing the prisoners belonging to the Kearsarge.

In 1862 an act was passed regulating the hours of labor and wages of employees in the Navy Yard:

"That the hours of labor and rate of wages of the employees in the navy yards shall conform, as nearly as consistent with the public interest, with those of private establishments in the vicinity of the respective navy-yards, to be determined by the commandants of the navy-yards, subject to the revision of the Secretary of the Navy."

Several temporary sheds were erected about the Yard to accommodate the different departments, which were now being crowded to their utmost extent with work. There were many ships built and repaired at this Yard, the list of these activities being too long to include in an article of this kind.

Yellow fever broke out among the workmen upon the De Soto, causing a quarantine of the Yard. Secretary Welles in his report in 1865 recommended in view of the experiences of the war an expansion of the Naval Station with particular attention to the shops and facilities for iron ship building. As a direct result, Seavey's Island

was purchased in 1866. The working force of the Yard had by this time been naturally reduced until but a small number of employees were left in the Construction Department.

March 2, 1867, Congress passed the following act, which was approved by the President, and designed to stop what was thought to be a growing evil:

"No officer or employee of the Government shall require or request any workman in any navy-yard to contribute or pay any money for political opinion; and any officer or employee of the Government who shall offend against the provisions of this section, shall be dismissed from the service of the United States."

Wire rigging was introduced with success during 1867 and wrought iron gun carriages replaced wooden ones. Coal sheds were erected on Seavey's Island, and two of the residences fitted up and occupied by the naval constructor and civil engineer attached to the Yard; and an iron building erected for a boiler shop for steam engineering at a cost of \$15,000.

On the 17th of June, 1868, Congress enacted that the various persons employed in the several navy-yards to superintend the mechanical departments, and heretofore known as master mechanics, and the superintendents of rope walks, should be men skilled in their several duties and appointed from the officers of the navy. This was designed to remove the warranted boat-swains, carpenters, and sailmakers of the Navy from the superintendence of the rigging loft, carpenter shop, and sail loft. The board of naval officers on the condition of the United States navy yards in 1869 recommended the reverse, and that all master workmen should be warranted as officers of the Navy and retain their warrants during good behavior and efficiency.

By another act, approved June 28, 1868, eight hours was constituted a day's work "for all laborers, workmen, and machinists employed by or on behalf of the Government of the United States." A supplementary act May 23,

1872, gave to the laborers and workmen a full day's pay for eight hours' work from June 28, 1868, to May 19, 1869, the date of the President's proclamation concerning such pay.

In 1869 it became necessary to establish a quarantine station in the lower harbor because of the prevalence of yellow fever upon the vessels arriving from southern ports.

The offer of Wood Island from the town of Kittery was accepted and the barracks on Seavey's Island were removed thence, under the direction of Mr. Chandler, the Civil Engineer. It took thirty-two days to complete the work at a cost of \$2500. Yellow fever patients were brought from ships as the workmen were leaving the job.

An examining board consisting of Rear Admirals J. S. Lardner and C. K. Stubling and Commodore Samuel P. Lee was appointed to report upon the Navy Yards of the country with the exception of Mare Island. In many ways the general recommendations apply to present day conditions.

"The defense of our seaboard cities against blockade depends wholly on our naval resources, and their defense from attack now more on floating than on fixed defenses. Stone dry-docks and buildings and launching slips and durable workshops and storehouses in our navy-yards aided by the mechanical and commercial resources of our great cities, must supply this floating defense. The Navy in the future is to be the chief and cheap defense of the cities, coast, and commerce of this great and growing continental country.

"Common sense and patriotism require that our small navy-yards be immediately improved to the full extent of their capacity, and that ample floating defense of our cities, navy-yards, harbors, and coasts shall be provided with all practicable dispatch. It is better to use the public money upon United States navy-yards than to build up private shipyards and machine shops at the public expense."

(Owing to lack of space, to be concluded later.)

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MAKE THEM EARN

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YOUR LIBERTY BONDS TAKEN FOR SAFE KEEPING

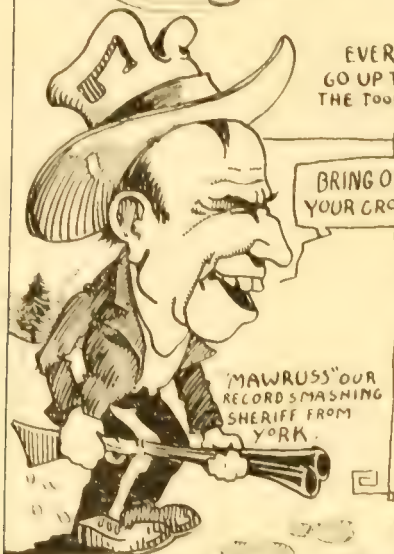
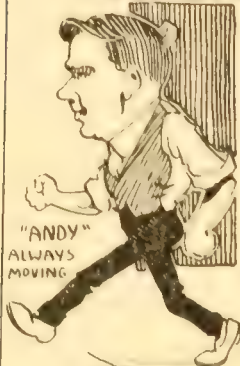
FREE OF CHARGE

NATIONAL MECHANICS & TRADERS BANK

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

HAND PICKED IN 79



EVER
GO UP TO
THE TOOL ROOM?

BRING ON
YOUR CROOKS!



MR. BARRETT
WOULD NOT
TURN AROUND
SO — (BUT WE
DID GET THE HAT!)



OVERHANGING
UP CHECKS.



DICK HALL
BLDG. 79

"A Penny Saved Is a Penny Earned"

We can help you save a
good many pennies on

HOUSE FURNISHINGS

See Mr. WOOD

99 Penhallow St. Portsmouth, N. H.

YOU OUGHT TO KNOW

DENNET and Mc'CARTHY'S

IS THE BEST PLACE TO BUY

Overalls, Shirts, Hosiery

USE GAS FOR

LIGHTING, HEATING AND COOKING

PORTSMOUTH GAS CO.

ALWAYS AT YOUR SERVICE

THE "BUSY CORNER" STORE

**But Never Too Busy To Fill Your
Prescriptions and Fill Them Right**

OUT OF TOWN PATRONS ARE
WELCOME TO WAIT FOR THE
CAR AT OUR HOUSE

BENJAMIN GREEN

THE DRUGGIST

INSURANCE and REAL ESTATE

OF EVERY DESCRIPTION

LOWEST RATES

BEST FORMS

C. E. TRAFTON

35 Pleasant Street

Opposite Post Office

DR. S. F. A. PICKERING

- - DENTIST - -

TELEPHONE CONNECTIONS

OFFICE HOURS

32 CONGRESS STREET

8 TO 12 A. M. 2 TO 5 P. M.

PORTSMOUTH, N. H.

BROOKS MOTOR SALES

PORTSMOUTH,

NEW HAMPSHIRE

FORD SERVICE

Fulis Bros. Men's and Boys' Shoes

Fine Shoe Repairing

CONGRESS ST.

TEL. CON.

"I SAW IT IN THE LIFE BUOY"

OUTSIDE MACHINE SHOP.

If you want to see good boxing, come down to Building 89 and see the bouts. Among those who shine brighter than the rest are Butler, Keyo, Gannce, and Husion of the Machinists; Bamburger, Heffernan, Fullam of the Electricians.

What the Outside Machinists' Candy Counter has done in nine months:

Kittery Red Cross	8500.00
Portsmouth Allied Charities	500.00
F. L. S.	100.00
C. S. B.	100.00
L. F.	50.00
W. F.	4.00
Dr. P. Preble, Public Health Service	200.00
Dr. Stone, Public Health Service	150.00
A. W. coffee urn	25.00
J. Lothrop, Victrola	160.00
J. Lothrop, Victrola	115.00
C. E. G.	100.00
Mrs. A.	100.00
J. J. E.	50.00
L. F. J.	50.00
W. F. Woods, bats, balls, gloves	42.25
Tiffany, for replacement of launching bottle	100.00
W. F. Woods, boxing gloves	12.00
	82,358.25

We have ordered a wrestling mat and when we get it the noon hour will be very lively with boxing and wrestling.

In Memoriam—

C. M. Geba,
C. S. Blaney,
L. F. Jones,
F. S. Smart.

Our old Isaac Walton, Ike Law, was out the first day and brought home twelve of the speckled beauties.

Where did you get it, Steve? Down to the 5 & 10?

BUILDING 80.

Tim Crowley has returned to his duties after a short vacation of 45 days.

We are all sorry to learn that our fellow workman, R. L. Elliott, is to leave us. However, we wish him the greatest of success in his new business.

We are all wondering when "Brad" will settle down.

Congratulations "Harry," whether it is true or not.

It is said that a man's character is judged a great deal by the company he keeps. R. N. S., please notice.

Reader says that maple syrup makes excellent cylinder oil for a flyver. Every time she exhausts she throws out chunks of pure maple sugar.

Anyone knowing the present address of Roland will confer a favor by communicating with his folks, Cape Neddick, Maine.

Dana did not have such good luck on the last trip fish were very scarce. A good time was enjoyed, however.

Emery is overhauling his machine preparatory to making a few trips to the Bay State before the dry spell.

"Brownie" Caswell is said to have made great progress in his French lessons lately.

Keep it up, Chester, you are doing fine. One full week to your credit.

Ned can tell the ones from the city. Oh, Boy! Experience is the greatest of teachers.

"Dutch" and "Cleato," dealers in garden produce. All goods delivered the day or night they are picked.

PAINT SHOP

See John for Carters.

Owing to a severe injury sustained by falling from a staging at the Atlantic Shipyards, the departure of our former shop mate, S. Augustine True-man, for Tulsa, Oklahoma, is indefinitely postponed. We all trust that his recovery will be speedy so that he may go to Oklahoma in the near future.

Lead Poisoning Precautions—

Wash hands thoroughly before eating.

HENRY PEYSER & SON

16 TO 20 MARKET ST.

For more than forty years Portsmouth's leading
Store for Men's and Boys' apparel

RUGS, DRAPERIES, FURNITURE COVERINGS

THE QUALITY STORE

MARGESON BROS.

Vaughn St.

Telephone 570

PORTSMOUTH, N. H.

FRED B. COLEMAN

APOTHECARY

Corner Congress and Vaughn Sts.

PORTSMOUTH, N. H.

If you desire to buy or sell Real Estate call,
telephone or write

H. I. CASWELL AGENCY

Congress St. TELEPHONE 478-W Portsmouth

PEOPLE'S MARKET

DEALERS IN

BEEF, PORK & PROVISIONS

COR. DANIEL AND PENHALLOW STREETS

Telephone Connection Portsmouth, N. H.

SINCLAIR GARAGE

HORTON SERVICE

TELEPHONES 282-W, 81205

Corner RICHARDS AVE. and MIDDLE STREET

PORTSMOUTH, N. H.

S. S. TRUEMAN

GENERAL CONTRACTOR

TELEPHONE 733-W

1240 Islington St. Portsmouth, N. H.

JOHN O'LEARY

KITTERY and NAVY YARD EXPRESS

GENERAL TEAMING

Tel. Con.

Portsmouth, N. H.

CENTRAL LAUNDRY CO.

FINE LAUNDRY WORK IN ALL ITS BRANCHES

71 Pleasant St. Portsmouth, N. H.

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ENLIST AGAINST THE HIGH COST OF LIVING

"TRADE AT THE CO-OPERATIVE STORE"

Clean, fresh meat, groceries and provisions at reasonable prices.

Every stock holder has equal rights, and the store is managed for the benefit of all workmen.

M. T. C. CO-OPERATIVE ASSOCIATION

Market St.

Portsmouth, N. H.

ONE
FOR
ALL:

ALL
FOR
ONE

"I SAW IT IN THE LIFE BUOY"

Keep the face shaved often .
 Take a bath often.
 Wear respirators in closed compartments.
 Wear goggles while chipping.

SUPPLY DEPARTMENT

Lieutenant (j. g.) Harvey Knight, Pay Corps, U. S. N. R. F., was on April 25th released from active duty in this department. Since May 10, 1917, Mr. Knight has been on duty in this office where he was extremely popular and where he did excellent work. His recent promotion was well deserved acknowledgment of his efficiency and hard work for the department. The severance of his connection with this office is regretted by all and the members of the Supply Department wish him good luck in the practice of law, which we understand he is going to take up in New York City in the near future.

Chief Storekeeper Ralph W. Austin, U. S. N. R. F., has also received his release from active service and left this department on April 26th. Mr. Austin has been here about eight months and brought with him a thorough knowledge of the electrical profession which enabled him to be of the greatest possible service in Lieutenant Knight's section where his advice upon technical matters was found to be invaluable. Mr. Austin will be missed by all members of this department with whom he was very popular and we wish him success in his chosen profession.

Miss Ethyl M. Ryan has been transferred to the Great Lakes Station, leaving for that post Tuesday, April 29. The employees in Building 20, where she has been located for the past few months, presented her with a travelling bag in which we hope she can pack up her troubles and smile, smile, smile.

It is noted that Theresa and Nora Crowley, Ethel Sandford, Miss E. V. Keefe, Marie Cullen and Annie Cullinan have an unwonted dash lately, to say nothing of Theresa's rainy day hat—and the secret is out—they have been to the great metropolis of New York,

staying at the McAlpin. We are not surprised that they selected the largest hotel in town for Ethel was in the party.

Miss Mildred Brown and Miss Nathalie Clarke have been enjoying their two weeks' leave by visiting New York, Washington, Philadelphia and Wilmington, finishing up a most delightful trip by attending a hop at Annapolis last Saturday.

VICTORY LOAN—The Supply Department feels very proud that it went over the top in style when America "Expected every man to do his duty" in subscribing for the Victory Loan, with the result that it is still leading (April 30) all departments in the Yard, and, to make us doubly proud this Yard is leading all other Navy Yards in its pro rata subscriptions.

BOAT SHOP.

We are all very much pleased to have with us again our Liberty Loan Captain, Mr. C. F. Tucker, who has been confined to his home for the past few weeks.

It has been suggested that Mr. Primerman do business with the candy store by check account, thus saving mistakes in change.

Hearty congratulations are being extended to Carpenter Waterworth, formerly of the Boat Shop, who is now stationed on this Yard as assistant to Lieut. Floathe and Lieut. Jones.

A group of our house story tellers were telling some reasonably fishy ones when along came "Ed," our chief in this line, who soberly announced that he had caught three fish at one time on one hook. The others were immediately put out of business. They voted to adjourn until they found something better.

"Fremy" is very fond of potato chips but woe be unto the man who offers him a package!

Fifteen days' silence in Boat Shop. F. Lewis has a vacation.

If you have any plumbing to do, any repair work, in fact any work in this line, consult our Quartermaster Mr. Fred

A. D. S. REMEDIES

AT

Adams Drug Store

ON

MARKET STREET

THE PORTSMOUTH FLOWER SHOP

A. C. CRAIG, Manager

FANCY CUT FLOWERS

AGENT VICTOR TALKING MACHINES

4 Market Street

Phone 960

PORTSMOUTH, NEW HAMPSHIRE

IT ALWAYS PAYS

YOU CAN MAKE UP YOUR MIND THAT THE MONEY YOU SPEND FOR GOOD CLOTHES (SUCH AS WE MAKE HERE) IS AN EXCELLENT INVESTMENT. IT INSURES EXCELLENCE OF FIT, SMARTNESS OF STYLE, AND LONG SERVICE.

SEASONABLE GOODS ALWAYS ON HAND.

WE ARE ALSO MAKING THE NEW NAVAL OFFICERS' UNIFORM COATS.

C. J. WOOD, Naval & Civilian Tailor.

M. P. ALKON & CO.

DEALERS IN

CHINA, CROCKERY & GLASS WARE

NO. 27 MARKET ST., PORTSMOUTH, N. H.

GEO. D. BOULTER

AGENT

FOR LEADING FIRE AND LIABILITY INSURANCE COMPANIES

GOV. ST.

KITTERY, MAINE

PARAS BROTHERS

FRUIT AND CONFECTIONERY,

ICE CREAM AND SODA,

WHOLESALE AND RETAIL

TELEPHONE 29 W

CATERING A SPECIALTY

43 CONGRESS STREET



We can furnish a house from cellar to attic. Prices right in every branch of our business. Why not step into our store and look over our many styles of furniture. It costs nothing to look, and it might be beneficial for us both.

D. H. MCINTOSH

Congress and Fleet Sts.

PORTSMOUTH, N. H.

TYPEWRITERS FOR SALE & RENT

J. E. DIMICK

29 Tanner St.

PORTSMOUTH, N. H.

Telephone 605-W.

E. PERCY STODDARD INSURANCE

REAL ESTATE

7 Market Square

PORTSMOUTH

"I SAW IT IN THE LIFE BUOY"

Bunker. He has taken a Post Graduate Course in plumbing and is some plumber.

Who said chickens? Our Master Boat Builder, Dr. Dixon, is some chicken fancier.

The crane in Building 59 is sure some affair and every time the boys move a boat with it, their arms are three inches longer when they get through. A man who was in China about fifty years ago said that he saw the very same thing in Peking. The boys who operate this contrivance wish that Uncle Sam would furnish them with a new one just as soon as he gets the money for this certainly is a slow, backbreaking job to haul on these chains all day as they sometimes have to do.

We have among us an old sea dog, the genial Captain Johnson, who has sailed the seven seas. When it comes to quoting poetry and telling a good yarn Mr. Johnson is right on the job.

Have you received your Mayflowers? Those who have not received theirs should get in touch with our chief oiler. She is certainly some "flower girl."

We are all anxious to see our Quartermaster, Mr. Hubbard, get his automobile in condition. There are some who had the pleasure of riding in his car last season that would like to have the experience repeated.

Have you been invited to Stillman Bowden's house warming? If not you are going to miss something.

If it takes a week to build a 35-ft. Motor Boat, how long will it take to remodel a Sailing Launch? Ask Smartie.

Greetings from the Shop Store.

Cash on hand	\$233.00
Stock on hand	81.00
	<hr/>
	\$314.00

SHIPFITTERS SHOP.

We wonder how Vapor will mix with that smoke, gas, and hot air on the Bending Floor.

Hartford is singing a new song, "Will the 4) Roses Bloom in Heaven?"

We suggest that the operators of No. 2 punch be required to wear horse blinders as a precaution against accidents, owing to the machine being so near the office and checkboard.

We were always told they couldn't be grown in the shade (moustaches), but we know now that we were misinformed for Cheney has grown a dandy.

We hear with regret that Mullen, the sweet singer and comedian of "Beatrice Fairfax" fame has been transferred to the Boiler Shop. We shall miss his "dry" humor.

We thought the other day that at last Spring has arrived, as we heard a sound like a flock of blackbirds down at the lower end of the shop; but it proved to be the lady tool keeper and her friends talking French.

The "Let George do it" joke applies to the tool room all right.

Sammy, Sammy, tell me true,
Where are those punches size 13-32.

SEEN THRU THE PERISCOPE.

It is the desire of the men in charge of the construction of the Submarine S-4 to have that boat ready for launching the early part of the summer. Work on the boat is progressing very rapidly, and in all probability it will be ready at that time.

A closely contested bowling tournament was conducted by the Draftsmen, in which the team known as Scheirer's Bears was returned as champion. Jennison led the bowlers with high average, and Rowe had the highest single string. After the games a very pleasing banquet was arranged at Hodgdon's Restaurant by D. J. Carey and F. R. Rowe.

GOOD MERCHANDISE—REASONABLE PRICE

We carry only merchandise that we know is good. We make a profit on what we sell—but that profit is based as low as we can make it.

In short we think that this is the kind of a store you like to trade in.

Good Clothes.

Good Furnishings.

Good Footwear.

5 Congress Street

N. H. BEANE & CO.

22 High Street

R. E. HANNAFORD

- - - FLORIST - - -

CUT FLOWERS, DESIGNS & DECORATIONS

452 RICHARDS AVE. TELEPHONE CON.

C. P. CARROLL

Groceries, Meats and Provisions

145 PENHALLOW ST.

PORTSMOUTH, N. H.

Tel. Connection

Near A. S. L. Ferry

"YORK COUNTY NATIONAL BANK"

SERVICE

Large Storage Vault and Safety Deposit Boxes for rent. Your checking account is solicited. In our SAVINGS DEPARTMENT we pay 4 Per Cent interest.

YORK COUNTY NATIONAL BANK

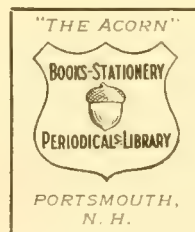
YORK VILLAGE, MAINE

THE

APOLLO LUNCH

HOME COOKING

17 Congress St. Portsmouth, N. H.



PHILBRICK'S PHARMACY

AGENCY FOR

BELLE MEAD SWEETS & JERSEY ICE CREAM

67 Congress St. - - Portsmouth, N. H.

HATS & MEN'S FURNISHINGS

AT

PARSONS THE HATTER

PORTSMOUTH, N. H. : : PHONE 867-M

"I SAW IT IN THE LIFE BUOY"

Lt. J. W. Malone is assisting in the office of the Outside Superintendent.

Lt. Commander Doyle, prospective Commander of the S-4, is at present stationed at this Yard.

Ensign Gazdo has been assigned to Lt. Edsall's position as Electrical Officer.

Kenneth Reid, Lt. (j. g.) has taken up the duties of assistant to Lt. Ferrell, Outside Superintendent.

Commander J. W. Lewis of the S-3, who has been ill for several weeks, is now back on duty.

H. W. Thomas of the Bureau of Steam Engineering, has been transferred to this office as Electrical Aid.

F. N. Staten of the Drafting force was recently elected as President of the Central Labor Union of this city.

Miss Brennan has been on an extended visit in and about New York City.

W. F. Newton has been in East Lyme, Ct., for a fortnight's visit.

L. J. Emmons is planning on spending a short vacation in South Portland the latter part of this month.

W. H. Miller and family are spending a short vacation in New York City.

Louis Zislin left here and has returned to his home in Philadelphia.

Mrs. H. C. Preble has been out with a severe attack of the Grippe.

We Wonder

If Rowe will ever learn to bowl with his mouth closed.

How the Portsmouth Navy Yard employees can have a field-day before the first of July like the New York boys are going to have.

Where all the new cars are that were given the once-over at the Boston Auto Show. Break 'em out, boys.

If Harry Downing is going to invite all the boys down to his summer home in Norway for a reunion.

JOINER SHOP.

Hughey is becoming an expert handling money, and we expect to see him cashier of some bank soon.

A farmer planted 13 trees in his garden in such a manner that there were 12 rows, and only 3 trees in each row. In what manner were they planted? Answer next issue.

It used to be no money, no beer; now some are saying, no beer, no work. It appears all is lost, money, beer and work. Better stick to the work, and get as near beer as you can.

FOUNDRY.

To correct a wrong impression in the Foundry regarding the weekly visits Maddox makes to the bank, he is not trying to become the president, just a bondholder. All things come to those who wait.

It must be funny at Jerry's boarding house to hear Jerry shouting in his sleep, "All change, Haverhill transfer station."

If Charles should ever fall down he would certainly commit suicide with that white collar he is wearing.

We understand Win Seawards has a life job making Halyard Blocks.

We hope the next time Dan and a certain blonde girl in Kittery go out to walk on a rainy night, that Dan gets an umbrella large enough to cover a TON.

We wonder what became of the "Bail" that Mac, Capt. Swanton, and Kalamazoo Jack were going to use on their fishing trip April 19th.

GARDENING

A free book on gardening will be sent to anyone who sends in a two-cent stamp to the National War Garden Commission, Maryland Building, Washington, D. C. When writing give name and address plainly.

KEEP YOUR KITCHEN COOL

Use a Florence Blue Flame Oil Stove

126-128 Market St. **The Sweetser Store** "Its The Place to Go."

A FEW OF OUR SPECIALTIES

Hart, Schaffner and Marx Clothes, Stetson Hats,
Manhattan Shirts, Fownes Gloves, Interwoven Stockings

F. W. LYDSTON & CO. Outfitters for Men & Boys
PORTSMOUTH, N. H.

JOHN SISE & CO. **INSURANCE**

8 MARKET SQUARE

PORTSMOUTH, N. H.

A. P. WENDELL & CO.

Hardware, Paints and Tools

Telephone 850

2 Market Square Portsmouth, N. H.

Theatre Soda Fountain and Ice Cream Parlor

18 Congress Street

NEXT TO THE COLONIAL.

DROP IN AFTER THE SHOW.

Our Fancy Bakery Goods are the most popular in the city. A large variety to choose from.
Come in and look over our goods.

Baldwin A Reich, Proprietor.

BLAUD IRON PILLS

Neverhard

(Soft Mass)

100 Pills 50 Cents.

BOARDMAN & NORTON

Rexall Store, Portsmouth, N. H.

Opp. Post Office

F. C. REMICK & CO.

11 CONGRESS ST.

Co-operative Shoes,

Emerson, Florsheim,

Ground Grippers.

The Best of Work Shoes and Rubbers.

SAVE FUEL

By using Electric Appliances for Cooking

ROCKINGHAM COUNTY LIGHT AND POWER CO.

29 Pleasant Street

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

JOIN THE MUTUAL AID ASSOCIATION

PROTECT YOURSELF AND YOUR FAMILY AGAINST
SICKNESS OR ACCIDENT.

Initiation fee 25 cents, dues 10 cents per pay period.

Benefits \$8.00 per week for 13 weeks for sickness or
accident, \$50.00 death benefit.

GIVE YOUR SHOP REPRESENTATIVE YOUR APPLICATION TODAY.

MR. NAVY YARD WORKMAN

Do you know that you can get a nice room at Sugrue's Hotel, entrance to Navy Yard at a very reasonable price?

That you can buy twenty-one meal tickets for seven dollars, an average cost per meal of thirty-three and one-third cents?

That these tickets are good until used, and if you leave here you can cash them back for what you paid for them?

That when you miss a meal you save a ticket?

That these meals are good, and there is plenty of it.

COME IN AND SEE US. CLEAN ROOMS AND GOOD FOOD.

SUGRUE'S HOTEL ENTRANCE TO NAVY YARD **KITTERY, MAINE**

WHY NOT

Place your order for your Overland NOW. Its only a short time before the spring riding commences.

Model 90 Touring \$985 F. O. B. Factory and they are GOING FAST.

There will be a shortage on some size tires this spring better order now.

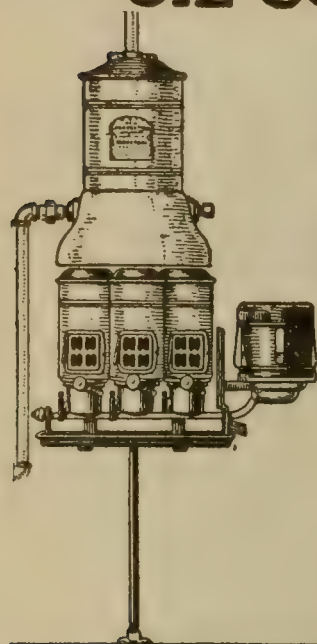
C. A. LOWD
OVERLAND AGENCY

Service Station & Garage 338 Pleasant St. Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

NEW PERFECTION

OIL COOK STOVES



Delicious Cooking

The New Perfection Oil Cookstove gives all the comfort of gas—keeps your kitchen cool, even in the hottest weather, and clean the year round. No kindling, no ashes.

It broils, bakes, roasts, toasts—literally to perfection.

Its Long Blue Chimney makes the clean intense heat—prevents smoke, odor or soot. You regulate the flame like gas—on when you want it, off when you've finished.

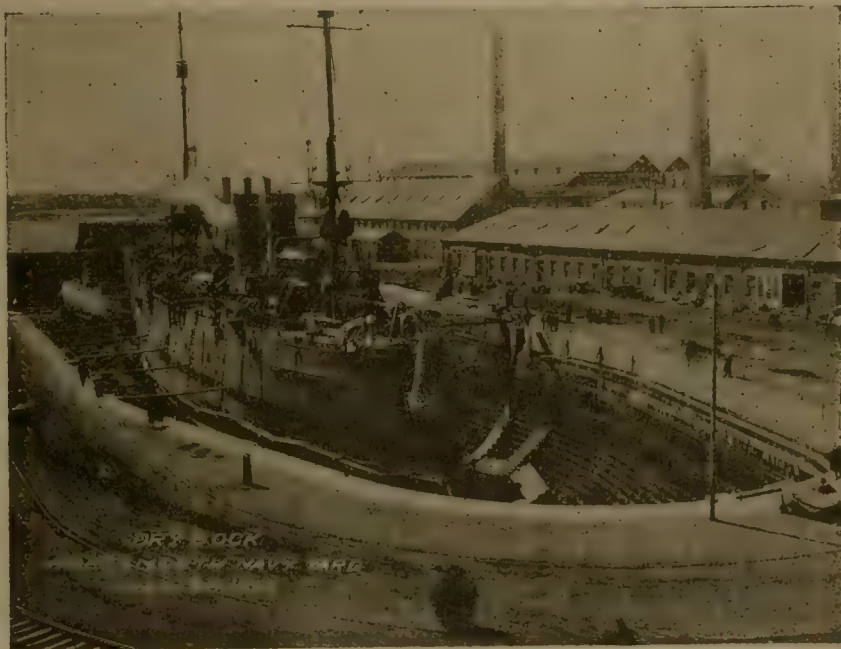
The New Perfection Hot Water Heater gives plenty of hot water for kitchen, laundry and bath.

See your dealer. Today.

STANDARD OIL COMPANY OF NEW YORK

INDUSTRIAL DEPARTMENT

LIFE BUOY



NAVY YARD PORTSMOUTH, N.H.

JUNE, 1919



The Beautiful Summer Fabrics

are unusually attractive this season. All that is used in fabric, color and design finds place in this store of discriminating choice.

Plain white and colored Voiles 39c to 98c yard, Wash Satins, Messalines, Crepe de Chine, Silks of plain color and sport styles.

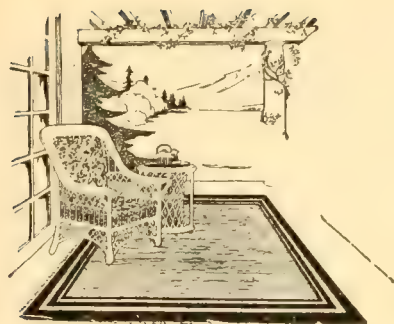
Percales, Gingham, Linens, Poplins, Silk Muslins, Beautiful White Lawns, Organdies, Batiste, Handkerchief Linens, Georgette Crepe and Crepe de Chine.

We are pleased to send you samples.

GEORGE B. FRENCH CO.

37 MARKET STREET
PORTSMOUTH, N. H.

"I SAW IT IN THE LIFE BUOY"



What is Missing in This Picture?

“Let me see, is it possible that anything could be missing on this cosy well furnished porch.”

“WHY OF COURSE! A VICTROLA”

Look around and see if there is also something missing in your home.
MUSIC MAKES HOMES HAPPIER.



We carry the best makes of machines
on the market

VICTROLA, COLUMBIA, EDISON
DIAMOND DISC, BRUNSWICK
and SONORA.

The prices range from \$25.00 upward.

HASSETT'S MUSIC AND
ART SHOPPE

115 CONGRESS STREET

PORTSMOUTH, N. H.

“I SAW IT IN THE LIFE BUOY”

Depositors arrive at a true meaning of the word "Service" in these historic days.

The handling of funds is the basic function of a bank but that in itself does not measure up to the service factors that a bank should assume.

This Bank realizes the full depth of its obligation and has surrounded itself with officers who will extend sound, conservative advice on such of your business problems as you may desire to entrust to them.

FIRST NATIONAL BANK

PORTSMOUTH, N. H.

United States Depository.

Assets over Three Million Dollars.

Member Federal Reserve System

SYSTEMATIC

SAVING

SPELLS

SUCCESS.

Weekly deposits bring about the most satisfactory results.

One Dollar opens an account. Home Banks furnished free to depositors.

PISCATAQUA SAVINGS BANK,

First National Bank Building.

: :

Portsmouth, N. H.

Open Saturday Evenings 6 to 9

"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL DEPARTMENT LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. II

JUNE, 1919

NO. 6

VOCATIONAL REHABILITATION

Several years ago two adventurous young men were beating their way to New York, when one of them, in attempting to board a moving train, was thrown to the ground and run over. When he recovered consciousness he found himself in a hospital and discovered that his entire right arm and shoulder had been amputated, and that his left arm had been cut off about four inches below the elbow. Instead of being utterly discouraged at the prospect of leading a hopelessly crippled life and being doomed to a state of perpetual dependence upon others, he immediately proceeded to devise methods by which he could become self-supporting. Upon his discharge from the hospital he returned to his home and began to study law, and in due time was admitted to the bar. Thereafter he was elected a county judge and served several terms. Meantime he was constantly engaged in planning ways and means whereby he might make himself physically as well as financially independent of the help of others. He devised numerous ingenious contrivances to be attached to the stump of his left arm, and by constant practice with them and with the aid of his teeth for many purposes, eventually was able to do for himself practically everything that an uninjured man can do. One of the hardest things to do was to put on his collar and necktie; but this problem was finally solved along with many others; and he now takes care of a

garden, and can even operate an automobile successfully. He is cheerful and contented, and maintains his family in comfort.

Another man who had lost both hands was a successful truck driver for a time thereafter, but desired to better himself. In the course of his daily work he repeatedly passed a point which appealed to him as a promising location for a news stand. In applying for the needful license he found that it was necessary to demonstrate his ability to serve the public satisfactorily, and he was successful in doing this. His choice of location proved to be a good one, and this, together with his unfailing cheerfulness and courtesy, assured his success from the start. Notwithstanding his physical handicap he opens up this stand and arranges his papers and magazines without help, and wields a broom in the vicinity of his stand when necessary. One of his favorite recreations consists in "passing" a baseball with a friend, and the number of errors that he makes in catching or returning the ball is surprisingly small.

These examples (which are real cases and typical of a large number) show what can be accomplished by persons with serious physical handicaps, if they have an unwavering determination to succeed, and the courage to persevere in the face of great difficulties. Many badly injured persons lose hope as soon as they realize their condition and unless their feeling of help-

lessness and despondency can be overcome almost immediately it is a difficult matter to conquer later, when the cripple has become more or less accustomed to a state of dependence, and his determination and will-power have weakened. This is the almost universal testimony of physicians, nurses, and all who have given special study to the art of making useful and self-supporting citizens of those persons who have been so unfortunate as to suffer physical impairment in war, or in accidents arising out of industrial pursuits; and it is admitted that the problem is more than half solved if the courage and confidence of the unfortunate one can be sustained.

The great war has brought the problem of rehabilitation forcefully to the attention of the entire world—a problem which is almost as old as the human race, and which has been increasing in importance with the continued expansion of industry. What is to be the future of crippled, mutilated, and otherwise disabled persons? In early times the cripple received scant consideration from society at large, and he could hope for but little income beyond the small amount of money obtainable by begging. Occasionally a man too proud to live on the charity of others, and possessed of unusual talent in some special direction, found it possible to become independent; or another, by industry and perseverance, would manage to learn a trade and support himself. Some, in desperation, even resorted to crime, and in this they should have deep commiseration instead of condemnation, because cripples were often treated with derision, and no sympathy was shown for their misfortunes. Deformed persons having unusual mental attainments were often chosen as court jesters, and forced to furnish amusement at public gatherings of various kinds. It is impressive to note the contrast between this kind of treatment and the methods that are employed today, by the agencies that are at work throughout the world to help disabled men, and equally im-

pressive to observe the changed attitude of the public in this respect. Special interest is being taken in the subject at present, in consequence of the homecoming of disabled soldiers, and every good citizen has the keenest sympathy for the efforts that are being made to help these men, who risked their lives for the rest of us.

The need for the kind of reconstruction work that is now being planned and put into execution far antedates the war, however, and much suffering and sorrow might have been averted if the importance and value of such work had been recognized earlier. The average person probably does not realize the magnitude of the problem, particularly in connection with workers disabled in consequence of industrial accidents. The fact that millions of men participated in the war and were actually exposed to death and injury makes it natural to assume that vast numbers of them must have been permanently disabled by wounds; but although the aggregate number thus disabled was enormous, the number of war cripples was relatively small, when compared with the number of persons who were similarly sacrificed, during the same period in our industries. We quote from a recent issue of "Carry On," a periodical edited by the office of the Surgeon General of the United States Army:

"Each year of the last fifty years the industrial demands of this nation have resulted in a far greater number of disabled men than the total list of our casualties from this war. Every year witnesses the sacrifice of more lives in industry than were lost in battles. And yet it took the war to awaken the national conscience to this enormous human wastage. We have spent millions to provide the machinery for salvaging the disabled soldiers. Does not the conservation of man-power for the economic strife demand equal provision for the industrial disabled?"

To reduce the facts to figures we may quote from an article by George M. Price, in *The Survey* for March 29,

1919, as follows: "At the time of the signing of the armistice, in November, there were 132,000 American soldiers in the French and English hospitals. On March 15, according to the Federal Board for Vocational Education, there were 200,000 disabled men requiring attention. Of these only 3,600 were in France; the rest were already in this country. On March 1 the total number registered with the Board was 39,569."

On the industrial side we have the statement by Dr. Loyal A. Shoudy, Chief Surgeon of the Bethlehem Steel Company, to the effect that "last year (1917) in our United States 300,000 men were disabled, and 3,000,000 minor accidents occurred in our industrial army."

With these facts before us, it is clear that the problem of helping crippled men to return to their places in the industrial world is an economic as well as a humanitarian one. Not only will industry be benefited by the rehabilitation of these men, but, in addition, many who would otherwise become public charges will be made self-supporting and will also be able to care for their dependent families. We shall not attempt to offer suggestions with regard to the method for carrying on this work, but shall simply mention briefly some of the activities of the various agencies engaged in helping disabled men.

France, Great Britain, Italy, Belgium, Canada, and Australia, are some of the countries which, with the United States, are actively engaged in rehabilitation work and in most cases the work is partly or wholly under government control. In the United States the most prominent agencies are the Federal Board for Vocational Education, the War Risk Insurance Bureau, the Division of Physical Reconstruction of the Office of the Surgeon General of the United States Army, and the American Red Cross. In addition, various state commissions and some other organizations are working along similar lines.

On June 27, 1918, the Vocational Rehabilitation Act, as passed by Congress,

was approved by the President. Under the terms of this bill the Federal Board for Vocational Education (which had been organized for similar work among civilians) was required to undertake the task of re-educating and placing in employment all discharged soldiers, sailors, and marines, who are entitled to compensation from the War Risk Insurance Bureau, and who are in need of such re-education. For the most part the Federal Board makes use of school and training facilities already in existence; manufacturing establishments, offices, and farms will also be employed to give preliminary training. Offices have been opened in fourteen or more cities in various parts of the country, where disabled soldiers and sailors may apply for free education under government supervision, and where they may obtain advice as to their legal rights, and assistance in other ways. During the entire period of training the men receive full pay at the rate prevailing during the last month of their active service, and after the completion of the training course they receive compensation under the War Risk Insurance Act, so long as the disabilities last. To assist in securing employment for the men after rehabilitation the Federal Board has entered into an agreement with the United States Employment Service, which maintains more than 850 branch employment offices throughout the country. These branch offices will list all opportunities available for the newly trained men and will assist in every way possible in placing them in suitable positions. The assistance of the Federal Board does not end when the man has secured a position, but is continued "for such period after he enters employment as may be necessary to complete, in each individual case, his re-establishment as a civilian worker." The plans of the Federal authorities for the assistance of disabled soldiers and sailors have been carefully worked out in other respects also, and are most comprehensive.

Attention is mainly focussed on war

cripples just now; but while these richly deserve every good thing that can be done for them, their problem is, we trust, a temporary one, because we earnestly hope that the world will never again be the theater of major military operations. Industrial cripples, however, we have with us always, and civilization as a whole will be immensely benefited if all of the rehabilitation schools and organizations now in operation can be put on a permanent basis and provided with ample funds for perpetual maintenance, under the supervision of the best men and women that can be obtained.—The Travelers Standard, Travelers Insurance Co., Hartford, Conn.

THE BOAT SHOP

History of Its Liberty Loan Drives

The remarkable record achieved by the Boat Shop under the leadership of its shop captain, Mr. C. F. Tucker, has attracted such wide spread attention all over the country that it is considered logical to again sum up what the Boat Shop has accomplished.

The Shop record is as follows:

	Am't	No.	Per
Loan.	Subscribed.	Persons.	Capita.
First	\$25,550	160	\$159.68
Second	54,450	160	340.31
Third	11,950	176	238.35
Fourth	71,750	258	278.10
Fifth	49,100	111	442.34
	<hr/> \$242,800		<hr/> \$1,458.78

The average subscription per capita for the five loans was \$1458.78, which record Mr. Tucker claims has not been beaten in this country.

As before stated the record achieved by the Boat Shop has attracted such wide spread attention the Management of the "Life Buoy" is of the opinion that the employees of the Yard would like to read a few of the numerous letters that have been forwarded to Mr. Charles F. Tucker, thanking him and the employees of the Boat Shop for the good work they have accomplished.

The following letter was received from the White House:

"Mr. Charles F. Tucker,

"My Dear Sir—The President asks me to thank you very warmly and to tell you that he is gratified by the success of the Liberty Loan in the Boat Shop of the Portsmouth Navy Yard. That is a fine record and the men are to be congratulated on this splendid showing.

"Assuring you that the President deeply appreciates your heartening pledge, I am,

"Sincerely yours,

"J. P. TUMULTY,

"Sec. to the President."

Letter received from the Secretary of the Navy:

"C. F. Tucker, Chairman Bond Sales.

"Sir—The performance of these men in the Boat Shop has been truly remarkable and I wish you would accept for yourself and convey to the personnel of the Boat Shop my sincere gratitude for their splendid response to the national cause.

"Sincerely yours,

"JOSEPHUS DANIELS,

"Sec. of the Navy."

The following letter was received from the Commandant on May 7, 1918:

"Dear Sir:

"The Commandant acknowledges with much pleasure the report of the 6th.

"He fully appreciates the patriotic spirit evinced by the employees of the Boat Shop and congratulates them on the most excellent work done by them to make the third and preceding Liberty Loans the success they were. The result is so exceptionally fine that the Commandant has forwarded your letter to the Secretary of the Navy in order that he may also know that the employees of the 'Banner Shop' as well as all employees of the Navy Yard are doing everything possible to bring to a



1908-1909 TEAM
S. J. L. 1908-1909

successful termination this great war for democracy.

"Respectfully,

"C. J. BOUSH,

"Commandant U. S. Navy Yard,

"Portsmouth, N. H."

A banquet for the employees of the Boat Shop was held at the National Hotel, Portsmouth, N. H., on January 6, 1918, where a most enjoyable evening was passed.

On every Loan from the first to the fifth inclusive each and every employee of the Boat Shop subscribed. When the fifth Liberty Loan came out, the Boat Shop had paid all of the first, second and third bonds and owed only \$6000 on the fourth. In all \$189,000 worth of bonds have been taken out and there has not been one of these bonds sold by any employee.

The Boat Shop has been awarded all the flags given to the successful winner of each loan. A Loving Cup presented by Com. R. P. Schlabach, (C.C.) U. S. N., can be viewed in the Boat Shop, as well as a German helmet that the Boat Shop acquired through its efforts in winning the last loan. Over \$22,000 worth of War Savings Stamps have

been purchased by the employees of the Boat Shop and perfect marks is the record of the Boat Shop on all the charity and other war drives.

ACCIDENT PREVENTION IN WAR TIME

Experience is universally admitted to be an excellent and thorough teacher, but most of us agree that the lessons are sometimes harsh or even cruel, and that knowledge gained in this way is acquired painfully, and not infrequently accompanied by scars. We often hear of men who were educated in the "school of experience," or in the "school of hard knocks"; and to most persons these two schools mean the same thing. The weight of testimony indicates, in fact, that we are more vividly impressed by (and therefore more likely to remember) unpleasant experiences than pleasing ones. The recent world-upheaval has crowded the lives of millions of people with experiences, for the most part unpleasant, that will profoundly affect their future; and it remains to be seen whether human nature is resilient enough to respond to these experiences so as to profit by any lessons they may convey.



Victory Loan Rally, April 21, 1919.

A prominent,—we might say outstanding,—feature of the war is the re-appraisal or re-valuation of the human element in our industries. Time was when the belief that the tools of industry cost money, but that men were cheap, was followed all too freely. During the last decade experts in industrial management have been abandoning this view-point in favor of the more enlightened and more economical one that teaches the importance of preserving life and limb. The needs of war, both in man-power and in the products of man's labor, have materially quickened this movement toward conservation. These needs also accelerated the evolution and application of labor-saving devices and the adoption of newer and better methods, for it was early perceived that a policy of this kind was necessary.

The war demanded men for the armies and navies—men to be engaged in non-productive activities. It demanded materials on an unheard of scale, and these had to be forthcoming from a reduced man-power, eked out to a certain extent by the introduction of women into new industries. The feat was performed, and it was a noteworthy achievement; but it was made possible only by sacrifice and the avoidance of wastage, and by the simultaneous conserving of man-power in those industries essential to the war. We are slowly learning to conserve Nature's gifts, for Nature has a silent but effective way of warning us against impoverishment. Man, though more vocal, long found his protests unheeded, till now we learn that we must consider (and therefore conserve) man-power as we should any other gift of Nature.

We have trained, equipped, and transported to Europe an army of over two million men. These men were sent there to wage a fight for our conception of civilization, and they have waged that fight successfully, to the glory and honor of their country and themselves. Many of them found their final resting places there, and many more suffered from wounds. It is emi-

nently fitting that we show due reverence to the memory of these men, and for the cause for which they and their returning companions imperiled their lives. Monuments will be erected to the dead, and we shall hold impressive reviews for those who return and shall establish organizations for their benefit. We were engaged in the war a little over one and one-half years, and in that time we had a casualty list of over a quarter of a million. This is part,—a terrible part,—of the cost of war, and a reading of the bare summary cannot fail to produce a profound impression.

In the stress and excitement of war we are likely to forget, or lightly pass over, important matters nearer at hand, and it is startling to note that the casualty list at home, during the same period, was almost ten times as great. The army of workers at home, whose product was essential to the army of fighters abroad, has paid its price. The man in the shipyard, in the factory, in the coal mine, or on the farm, who met with death in the course of his work, made the supreme sacrifice as well as the soldiers in the field; and he made this sacrifice without any of the heraldry, the pomp, or the hell of war. The casualty list of the war is about to be closed, while the casualty list of industry is still wide open. It seems that no more fitting and enduring recognition could be given to these home dead and injured, than a general adoption of the policy of accident prevention, wherever man is employed at industrial work. It is in this way, and only in this way, that the casualty list that knows no end can be kept within bounds.

The man who saves another from death or injury performs a service that is meritorious in many ways. He saves suffering, he prevents the need of sacrifice on the part of dependents, and he does away with the need for paying for the results of destructive action,—for payment must be made somehow. Work that yields rewards like these is noble, and is worthy of the fullest recognition;

and we should ill grace the position we hold in the accident-prevention field if we failed to pay tribute to that small band of men who, while our army fought to make the world safe for democracy, labored long and faithfully to make our industries safe for the workers—the Safety Engineers.—The Travelers Standard.

SHEET METAL SHOP

There are four departments under the Sheet Metal Foreman, the Sheet Metal Shop and the Plumbers' Shop in Building 74, the Copper Shop and the Galvanizing Plant in the north end of Building 76.

The work in the Sheet Metal Shop is divided into two classes: Construction and repair work on board ships and small boats, and the manufacture of standard articles in quantities. The work on board ships consists of the installation and repair of ventilation systems below decks with the cowls on the deck, bake ovens, ranges, wind shields for the bridges and topmast crow-nests, the lagging or covering the outside of engine cylinders and parts with sheet metal, the manufacture of all sheet metal tanks, gasoline tanks, air tanks, and cowls for all the small boats made at the Yard are made at the Sheet Metal Shop.

Franklin life buoys, gasoline engine covers for small boats, fly wheel guards, chart holders, food trays, sputum cup holders, tumbler holders, head sets for voice tubes, all galvanized and brass hoops for water breakers, and bake pans are manufactured in quantities in the Sheet Metal Shop.

During 1918 female operators were employed in the production of bake pans with excellent results. The pans ranged in size from those 6 inches by 8 inches, weighing two pounds, to those 7 inches by 26 inches, weighing seven pounds. The work was done by hand and the maximum production was 20,000 per month during 1918.

In addition to the ship work and

manufacture work turned out, all repairs to roofs and gutters are made, and miscellaneous shapes for all uses, such as guards for machines, are produced in the Sheet Metal Shop.

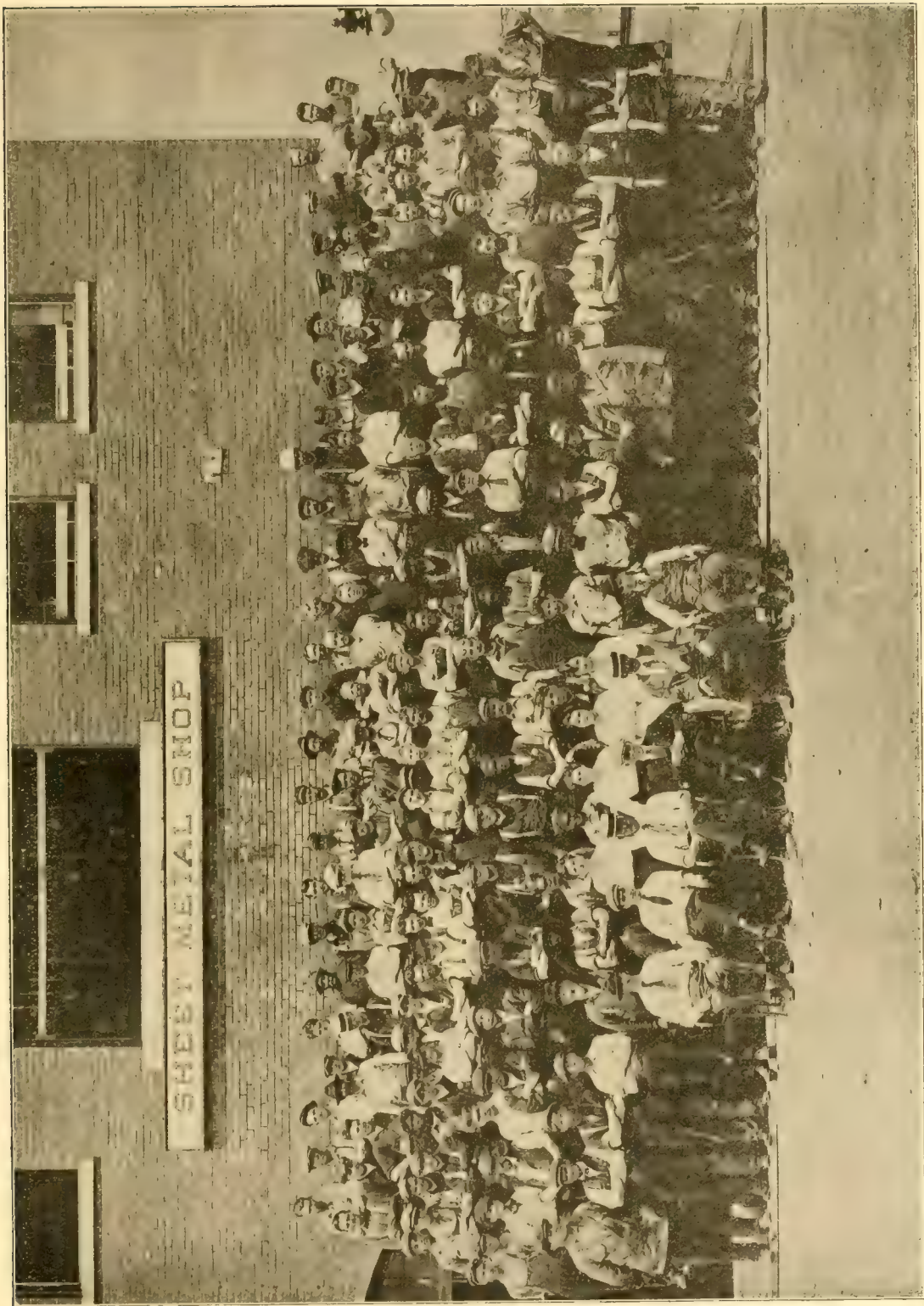
The force of the Copper Shop does all the copper piping aboard ship, submarine and motor boats, both new installation and repair work.

The force of the Plumber Shop installs all new fixtures for plumbing both on board ships and in the various buildings of the Yard and makes all the necessary repairs to the plumbing on ships and in the Yard buildings. Copper galley kettles are also refined with solder by the plumbers. Lead piping for the ventilation of batteries on the submarines and lead burning for submarine batteries are other branches of work done by the plumbers.

Most of the steel and cast iron parts of ships and small boats which need protection from the weather are coated by dipping them in a bath of hot metal in the galvanizing plant. All special parts and parts manufactured in quantities such as block straps and other block parts are treated in this way.

During October and November, 1918, there were 332 employees in all departments of the Sheet Metal Shop there being 104 female operators included in this number. At the present writing there are 168 employees, no female operators being in the shop at the present time.

The supervisory force of the Sheet Metal Shop consists of Mr. F. C. Varrall, Quartermen Sheet Metal Worker, Acting Foreman; H. L. Robbins, Leadingman Sheet Metal Worker, in charge of sheet metal work on board ships and the Galvanizing Plant; Leadingman Sheet Metal Worker O. J. Lawson in charge of the manufacture work in the Sheet Metal Shop; Quartermen Coppersmith T. W. Ducker in charge of all coppersmith work, assisted by Leadingman E. B. Austin; Public Works Quartermen G. C. Heeney in charge of installation, repair of plumbing and all repairs to roofing, gutters of the build-



ings on the Yard, the water system, and the fire department; J. W. Barrett, Quarterman Sheet Metal Worker, assistant to Mr. Heeney.



ACTING FOREMAN SHEET METAL SHOP

Forrest C. Varrell was born in Rye, N. H., April 27, 1873, and attended the public schools of that town until 1892, when he entered the employ of W. E. Paul at Portsmouth, N. H., as apprentice sheet metal worker, continuing with this firm about ten years.

In 1902 he accepted a call as sheet metal worker at the Portsmouth Navy Yard, working under the supervision of the late Charles F. Drake as mechanic, leadingman and quarterman.

Since Mr. Drake's death in December, 1918, he has acted as Foreman.

W. H. GOODHUE, ASSISTANT CHIEF CLERK, RESIGNS

William H. Goodhue, who has been assistant Chief Clerk of the Industrial Department, has resigned his position with the Yard to engage in other work.

Mr. Goodhue has been employed at this Navy Yard since November 16, 1903, and has been a valued and efficient member of the clerical force. His friends, and that includes every one who has been associated with him during his service at this Yard, wish Mr. Goodhue success in his new field of endeavor. A suitable token of esteem was given to him by his office associates before leaving the Yard.

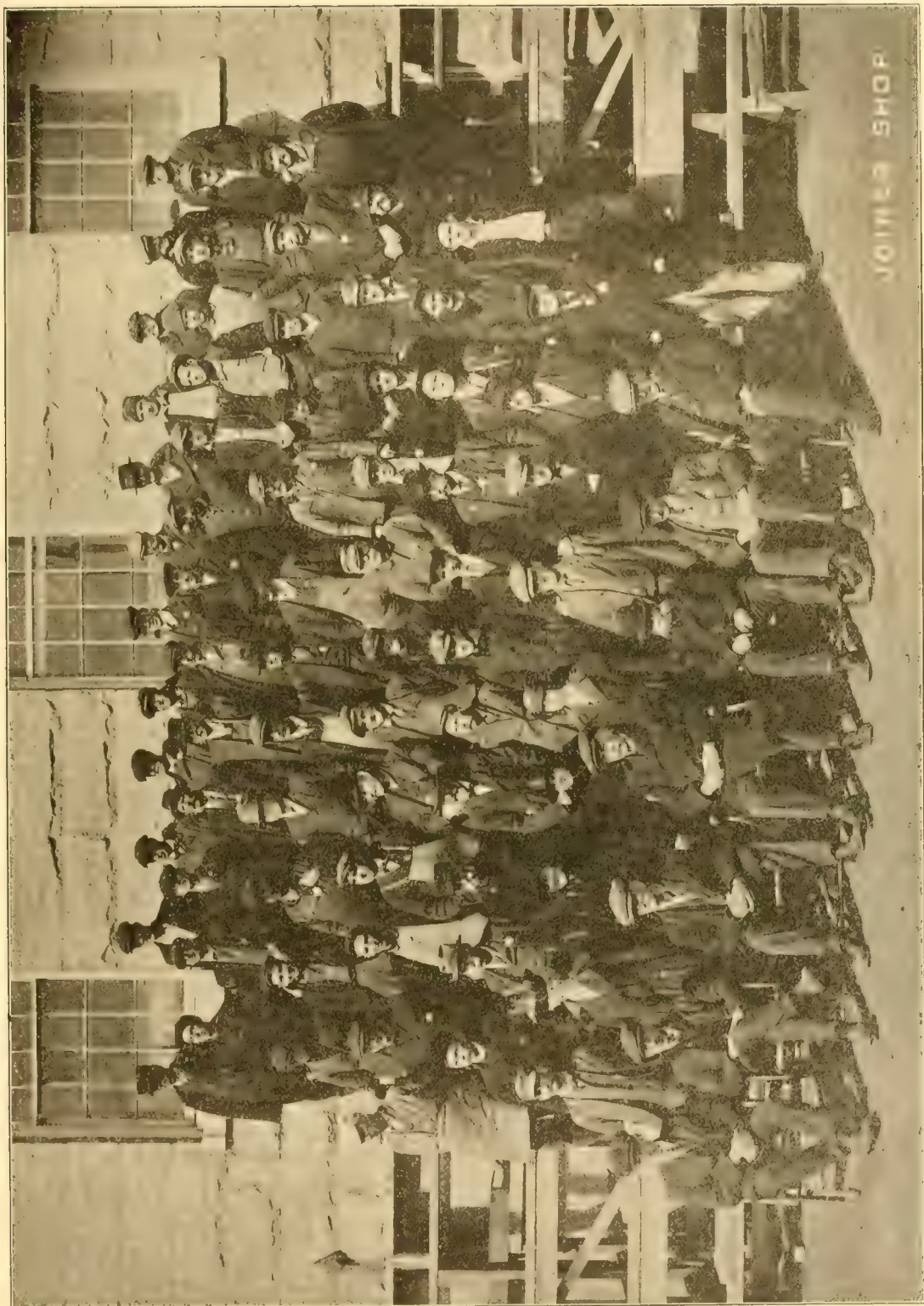


FOREMAN OF THE JOINER SHOP

Mr. James K. Boyle, the Foreman Joiner, was born in Manchester, Mass. He attended the public schools of Manchester, but at fourteen years of age he left to learn his trade.

As a young man, Mr. Boyle entered the employ of the Daniel Badger Company of Bston, furniture manufacturers. He remained with them for twenty years rising to the position of superintendent of the factory.

May 6, 1904, Mr. Boyle was appointed Foreman Joiner at this Yard, as the result of a competitive examination and has served at this Yard in that capacity since his appointment.



THE JOINER SHOP

The work of the Joiner Shop consists of repairs and alterations to the wooden furniture, the interior woodwork of the staterooms aboard ships, and any outside repairs to the superstructure which may be of wooden construction. There are also miscellaneous wooden articles turned out in large numbers for general issue to ships at this Yard and for shipment elsewhere. In addition to the work upon the furniture and superstructure, the joiners produce the wooden parts of sea ladders and install the sea ladders aboard ships.

The upholstering of all furniture repaired is also done in the Joiner Shop. In addition, the upholstering of furniture, all cushions for transoms, small boats and the ferry launches of the Yard are made in this shop.

Besides the repairs to the interior woodwork of staterooms, the necessary paneling of the officers' quarters aboard the submarines built at this Yard has been done by the force of the Joiner Shop.

The deck houses of the yard tug and the ferry launches are repaired when necessary by the Joiners. There is very little wooden construction in the superstructure of a modern battleship and the principal work done in this line by the Joiner Shop lately has been the building of the Radio Finder Houses for the ships assigned to this Yard.

Among some of the miscellaneous wooden articles manufactured by the men in the Joiner Shop are bread boards and ditty boxes. The latter were turned out at the rate of four thousand per month during 1918.

The force of the Joiner Shop is as follows: Foreman James K. Boyle; Quartermaster G. W. Shapleigh, in charge of the manufacturing of various standard articles, assisted by Leadingman M. F. Blake; Leadingmen W. W. Locke and A. M. Clarke, in charge of the work on board ships; Leadingman A. E. Little, in charge of work upon submarines.



JOSEPH T. WAITE

Mr. Joseph T. Waite, whose picture appears above, is well known to many of the employees of this yard. Mr. Waite was born at Newport, a seaport town in England, and came to this country with his parents when eleven years of age. He was in action at the beginning of the Civil War at an age when most of us are about half way through school.

Despite his activities in early life, Mr. Waite appears about half as old as he really is and even today is more active than men much younger than he. He attributes his good health and energy to clean living and a vigorous setting up drill every morning as soon as he gets out of bed.

The following is Mr. Waite's story of his experiences:

"In 1861, when the cry of war was sounded and Fort Sumter was fired upon, the 'three months' men were called out to protect the Capital. Two companies from Lawrence, Mass., left by train for Baltimore on the morning of the 15th of April—Company 'K' and Company 'P' of the Sixth Massachusetts Regiment. The subject of this sketch was the drummer boy of Com-

pany "I," commanded by Captain Pickering, running away from home to offer his services to his country.

When the Regiment of which this Company was a part, arrived in Baltimore under the command of Colonel Watson on April 19, 1861, we found an almost impenetrable mob confronting us. When we found that the shackles between the cars had been broken by the mob and one section of the train left behind, we started on foot for the Capital. The fierce mob was throwing bricks and rocks, killing one of the men of the Sixth Regiment—Charlie Needham, the first man killed in the war. (It is said that there was a colored man killed before him, but there is good authority that Needham was the first man killed in the Civil War). We did not get any orders to fire until we were completely surrounded by the mob, and until that time we did the best we could; then the command was given to charge and fire. During the scrimmage we were whirled away by the swelling mob. It was during this conflict that I received bruises and injuries of such a nature that it was thought best to send me home. I remained with the Regiment, however, until I got orders to leave, which was some time afterwards. At the expiration of three months, the Regiment was mustered out of service. It was called the 'Bloody Sixth' and we did the first duty around the Capital.

"After returning home, I went to school again for a period of about three years. Having fully recovered from my wounds, and as the war was still going on, the fires of patriotism burned so strongly within me that I felt it my duty to do something for my country. At the age of seventeen I ran away from home again, and enlisted in the U. S. Navy at the Boston Navy Yard. My first duty was on board the Sakatian—a prize ship, which sailed for the West Gulf. We landed in Pensacola, and were then transferred to the Monongahela, which joined Admiral Farragut's Fleet just in time for the Battle

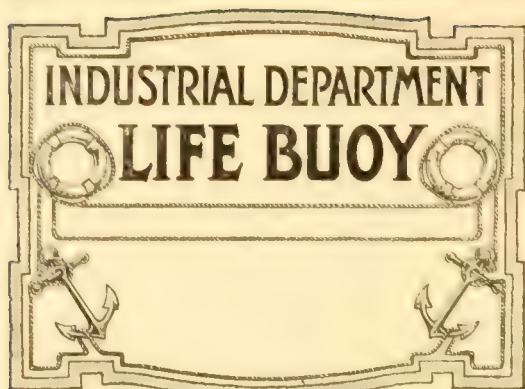
of Mobile. I was on board the Monongahela at the time she ran the Ram Tennessee down at Mobile, and I saw some daring work on big vessels doing prize cruise duty. We gave chase to the Alabama, which the Kearsarge captured later in European waters.

"After my discharge from the U. S. Navy in April, 1865, I went West and for about two years was employed on an Arizona ranch as a cowboy. Then I returned East where I was first employed as Superintendent of the woolen mills at Franklin, Mass., for ten years, and then afterwards followed my trade of belt-maker with the International Paper Company at Lawrence, Mass., for eight years. Upon the termination of my employment with this company, I came to the Navy Yard, where I have since been employed in the capacity of belt-maker."



THE AMBULANCE

We hope our readers will not have occasion to enjoy the comforts of the limousine pictured above, but we do feel that we are fortunate to have such a fine ambulance to carry cases of serious injury or sickness quickly and comfortably to the Dispensary or the Hospital.



Editor-in-chief	R. W. Ryden
Editor	J. R. Hugelmann
Associate Editor	H. L. Hartford
Associate Editor and Business Manager	M. O. Richards

VOCATIONAL SCHOOL FOR DISABLED SAILORS AND MARINES

A school has been established at this Yard for the training of disabled sailors and marines, in various trades and occupations, under the direction of a representative of the Rehabilitation Division of the Federal Board of Vocational Education.

The Federal Board of Vocational Education is a civilian Board created by an act of Congress in 1913 to devise better means of training men and women in various occupations. The Rehabilitation Division of the Federal Board was created by Congress in 1917 to provide in cooperation with the Army and Navy Departments training for men disabled in the service during the war.

The Navy Department, where such schools are established at Navy Yards or Naval Stations, loans equipment and quarters, and supplies competent civilian instructors. Instructors are trained by representatives of the Federal Board and paid by the Federal Board while being trained. The Federal Board is also responsible for the salaries of the instructors during the

time they are actually engaged in training disabled men.

The men under instruction are divided roughly into two classes, those still under hospital care and those discharged from the service who are so disabled that their earning capacity is reduced ten per cent or more.

The work for men still under hospital care is designed for the exercise of stiff joints and members; to provide fundamental training for those incapacitated for their former occupation; and to provide a chance for a man to advance further in his trade or occupation, provided his disability does not prevent him from returning to it on his discharge.

Courses are now being conducted in Drafting, Machine work, with particular attention to gas engines and motors, sheet metal work, various branches of wood work and some electrical work. Additional courses will be inaugurated as the need for them develops.

APPRECIATION OF OUR WORK

The following letter from the Captain of the U. S. S. Pittsburgh shows that we are still "on the job." Good work always pays.

Office of

**THE COMMANDING OFFICER
U. S. S. PITTSBURGH.**

Navy Yard, Portsmouth, N. H.

June 18, 1919.

To: Commandant Navy Yard, Portsmouth, N. H.

Subject: U. S. S. Pittsburgh: completion of repairs.

1. I have to report that all repairs and alterations which could have been undertaken in the time assigned by the Department, were completed this morning.

2. It has been a source of great satisfaction to see the earnest and energetic manner in which the work was done on board this ship. The Industrial

Department, officers, leading men, and in most cases, workmen, have prosecuted the work with vigor and have maintained a kindly and helpful attitude towards the ship, which has done much to make our visit satisfactory.

3. The Supply Department has also been most helpful and obliging in supplying our needs, and in tracing delayed shipments, some of which were of great importance to a ship being fitted out for an extended cruise in foreign waters.

D. W. TODD.

The following extracts from the letter of the Commanding Officer of the U. S. S. Roanoke to the Industrial Manager of this Yard is further evidence of our good record.

"You are undoubtedly interested in the performance of the Roanoke as a transport. After a satisfactory inspection at Boston, the ship has made passages as below:

"Left Boston March 21, arrived Bordeaux April 1; left Bordeaux April 6, arrived New York April 17; left New York April 23, arrived Bordeaux May 4; left Bordeaux May 8, arrived Newport News May 20; left Newport News May 27, arrived St. Nazaire June 7; left St. Nazaire June 10, arrived Charleston, June 21.

"The performance as above, I believe, is excellent for this type of a vessel, indeed a continuation of the excellent and rapid work of conversion to transport at Navy Yard, Portsmouth, N. H.—three round trips in three months, bringing home 108 officers and 4066 troops.

"The engines and machinery are working very satisfactorily.

"(Signed) M. R. TAWES."

The following extracts of a letter from the Inspector of Ordnance in charge of the U. S. Naval Torpedo Station, Newport, R. I., to the Industrial Manager of the Portsmouth Navy Yard,

give additional testimony as to the excellent reputation of the small boats turned out at this Yard.

1. The two boats, Nos. 4011 and 4012 have been in almost continuous use since their arrival at this station, about 19 months, and have not developed any structural weakness or serious faults.

2. The boats Nos. 7028 and 7029 have been in continuous operation since their arrival on this station, about 8 months, and have not developed any structural weakness or serious faults.



WAR SAVINGS STAMPS

Most of us have discovered by this time that "Uncle Sam" is a good banker, because he not only offers opportunities for the large but the small investor as well in the safest securities in the world.

War Savings Stamps are particularly adapted to the need of the small investor, because they yield a good rate of interest; the unit of investment is small, four dollars plus the accrued interest to date. They may be purchased at any time, and they cannot be cornered by the big investor, since each person is limited to an investment of only one thousand dollars of any one issue.

The Stamps of the series of 1919 may be attained either by presenting a

card with four dollars in Thrift Stamps plus the interest accrued to date, or by paying cash for them. Mr. Charles F. Tucker, at the Boat Shop, is the agent of The Treasury Department authorized to sell War Savings Stamps on the Portsmouth Navy Yard.

quarterman, as the result of a competitive examination, and some two years later was given the rating of Special Quarterman in charge of the manufacture of chain, which rating he held when he was transferred to this Yard on April 19, 1918, as Master Shipsmith.



MASTER SHIPSMITH

Mr. G. E. Chaffee, the Master Shipsmith, was born in Stafford, Conn., and lived during his early boyhood in various small towns in the northern part of that state.

At nineteen years of age, Mr. Chaffee entered the New York Central shops at Albany as an apprentice blacksmith. Upon completing his apprenticeship he worked as a smith in the Locomotive Department, the Car Department, and for three years as a special tool maker.

In 1904 Mr. Chaffee entered the Smith Shop of the Boston Navy Yard as a tool maker and worked at this branch of forge work until 1906. From 1906 until 1912, Mr. Chaffee was employed at the Boston Yard as a general ship smith and also did special work upon the manufacture of chain.

After serving about nine years as a mechanic Mr. Chaffee was appointed a

THE SMITH SHOP

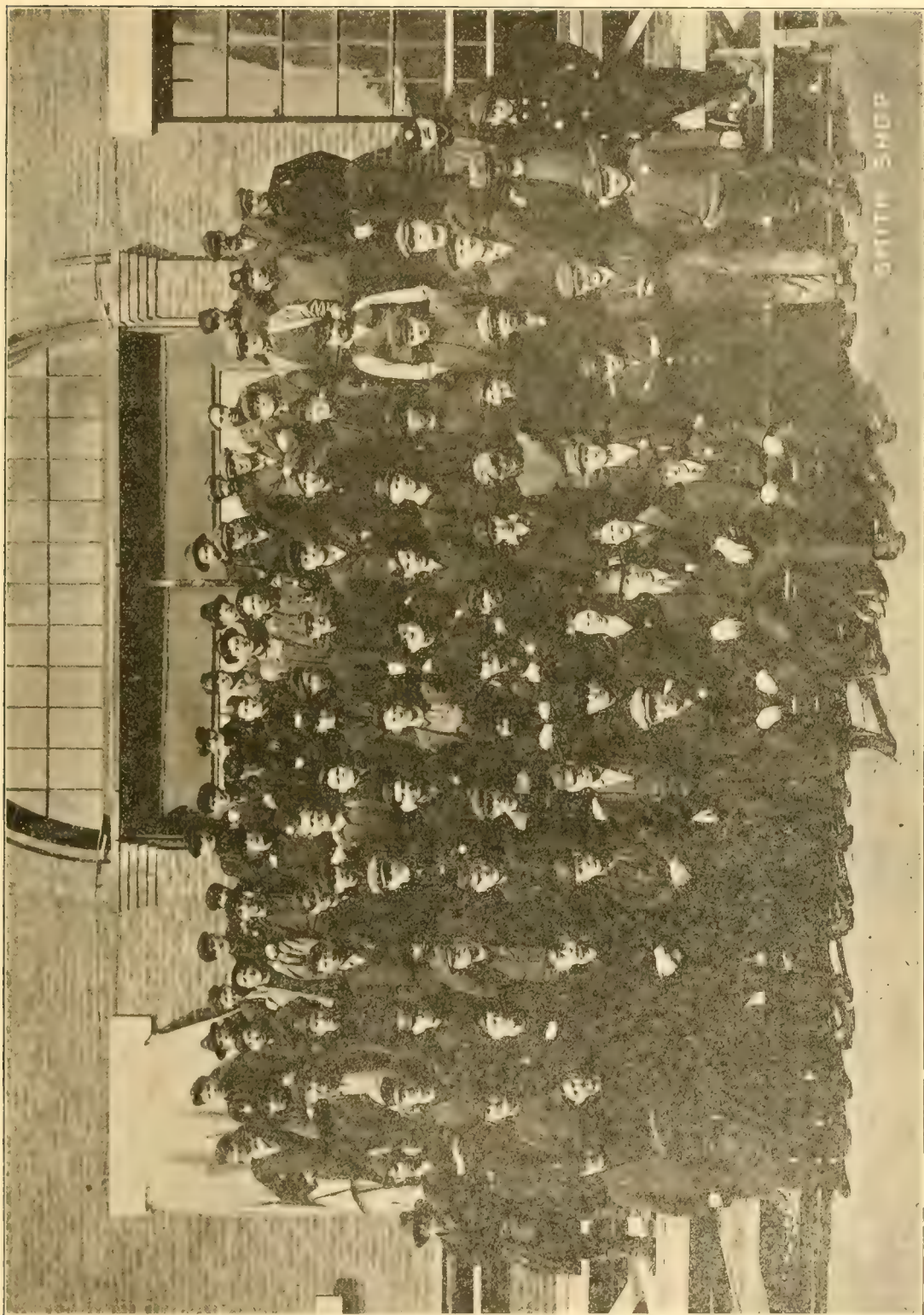
The work of the Smith Shop consists largely of producing various parts of the rigging, some parts of the hull, and many parts of the machinery of ships, submarines and small boats built and repaired at this Yard. Various standard articles such as block parts are also manufactured in quantities. In addition to the forge work proper mentioned above, machine and hand tools are made, dressed, tempered and case hardened in the Smith Shop.

Most of the work produced with the exception of tools, is in the rough stage and is sent to the Machine Shop for finishing. The bulk of the pieces produced are of steel, although some work is done in naval bronze, copper and monelmetal. In producing some of the large parts for the submarine, billets of twenty-inch square steel have been used.

Since 1915 there have been many improvements in the Smith Shop. The floor space has been practically doubled, two small steam hammers, a new trimming press for drop forge work, a new furnace and some eighteen new forges have been installed.

The number of men employed has increased from about fifty in 1915 to one hundred and five in December, 1918. There are at present ninety-three men employed in the shop. From the latter part of last August until the first of December, there was a night shift of about thirty men engaged largely in producing standard articles and also making some emergency repairs.

The supervisors in the Smith Shop are Master Shipsmith G. E. Chaffee, Quarterman W. C. Brown and Leadingman J. W. Flanigan.





POPULAR CHIEF STENOGRAPHER IS TRANSFERRED

On June 3 Mr. Allan H. Robinson left this yard to take a position as Chief Clerk at the Naval Station at San Diego, California. Mr. Robinson came to this yard in 1902 as a stenographer in the Department of Yards and Docks. He served in this capacity until the consolidation of the several departments of the yard, when he was made Chief Stenographer of the Industrial Department.

During his seventeen years at the Portsmouth Navy Yard, Mr. Robinson by his unfailing courtesy and consideration for others won a host of friends who wish him success in his new position. On the afternoon of his departure in the presence of most of the office force in Building 81, Mr. Charles R. Wasgatt, in behalf of Mr. Robinson's friends in the building, with a few fitting remarks presented him with a gold watch charm and a gold ring, both bearing Masonic emblems.

While living in Portsmouth Mr. Robinson was identified with many of the activities of the city, and he was particularly interested in the Sunset League, for which he acted at Secretary-Treasurer.

ADAMS—SPINNEY

On April 6, 1919, Miss Martha I. Spinney of Dover, N. H., a popular clerk in the Material Section, was united in marriage to Mr. Leon A. Adams of Vancouver, Washington, a storekeeper on the U. S. S. South Dakota.

Upon her return to work, Mrs. Adams received the congratulations and best wishes of her fellow-employees, who presented her with a half dozen solid silver knives and forks.

HURLEY—RILEY

Married at Portsmouth, N. H., June 5, 1919, Miss Margaret Riley and Forrest F. Hurley, U. S. N.

Mrs. Hurley is a clerk in the Material Section of the Industrial Department, and the groom is on board the U. S. S. Pittsburgh. Mrs. Hurley, returning to her duties, received from her many friends in this Department a wedding gift of half a dozen solid silver knives and forks as a token of their esteem and good wishes.

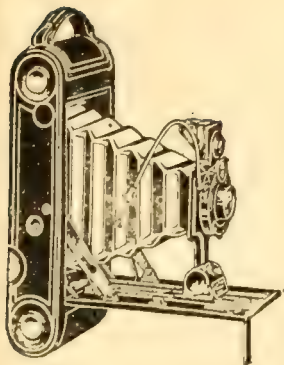
Upon the expiration of Mr. Hurley's enlistment the couple will make their home in Colorado.

YARD WINS OPENING GAME

On Monday evening, June 2, 1919, the Sunset League was officially opened. The teams slated to play the opening game were the Portsmouth Navy Yard versus the Atlantic Corporation. An exceedingly large attendance was present, it being estimated that there were nearly three thousand people at the game. Among the spectators were Governor Bartlett, Mayor Hislop, Captain L. S. Adams and other officials of the Navy Yard and the Atlantic Corporation.

The Naval band was present and played before the game and between the innings. A short parade was held, the route being from Market Square to the Play grounds.

After the preliminary practice, Mayor Hislop pitched the first ball and the Sunset League season for 1919 was on. The game was interesting and fast.



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Both teams played exceedingly well. The pitching of Bill Horan for the Atlantic was nothing short of exceptional, he allowing the Navy Yard team only one hit.

Fisher pitching for the Yard, although hit hard, managed to keep the hits well scattered. Bailey gave most excellent support to Fisher and his throwing to bases was perfect.

NAVY YARD

	ab	r	bh	po	a	e
Jewell, 2b.....	3	0	0	2	0	1
Gannon, cf.....	2	1	0	1	0	0
M. O. Hayes, 1b.....	2	1	0	3	0	0
Irvine, lf.....	3	0	1	0	0	0
Fisher, 1b.....	0	0	0	0	0	0
Bailey, c.....	1	0	0	7	3	0
Broderick, ss.....	2	0	0	0	0	0
Mastan, rf.....	2	0	0	0	0	0
W. L. Hayes, 3b.....	1	0	0	1	0	0
Totals.....	16	2	1	15	4	1

ATLANTIC

	ab	r	bh	po	a	e
Fahey, c.....	3	0	2	7	0	2
Horan, p.....	3	0	1	1	1	0
L. Powers, 1b.....	2	1	0	3	0	0
Baley, 2b.....	3	0	0	1	0	1
Falton, ss.....	2	0	0	1	0	0
Poole, 3b.....	2	0	2	0	1	0
E. Powers, lf.....	2	0	0	0	0	0
Egan, cf.....	2	1	2	0	0	0
Gilson, rf.....	2	0	1	0	0	0
Totals.....	21	1	9	13	2	3
Innings.....	1	2	3	4	5	
Navy Yard.....	0	0	0	0	2	—2
Atlantic.....	0	0	0	1	0	—1

Earned runs, Atlantic; two-base hit, Poole; stolen bases, Gannon 3, M. O. Hayes 2, W. L. Hayes 2, Horan, Poole, Egan; first base on balls, off Fisher 1, off Horan 6; struck out, by Fisher 6, by Horan 6; double plays, Bailey and Jewell; time, 1 hr. 10 m.; umpires, Woods and Hefferman; attendance, 3000.

CONTRIBUTIONS

Contributions* in order to finance the base ball team have been received as follows: Life Buoy, \$50.00; Spar Shop, \$25.00; Inside Machine Shop Building 80, \$50.00; Electrical Machine Shop Building 79 \$50.00; making a total of \$175.00.

The cost of the base ball uniforms was paid for by the Outside Machine Shop, Building 89, who contributed \$169.00.

SUNSET LEAGUE STANDING

June 27, 1919.

	Won	Lost	P.C.
Navy Yard.....	5	1	.833
Southery.....	4	1	.800
K. of C.....	3	2	.600
Atlantic.....	2	3	.400
Y. M. C. A.....	1	4	.200
P. A. C.....	0	4	.000

HISTORY OF THE PORTSMOUTH NAVY YARD

(Continued from last issue)

The steam sloop Narragansett was fitted out during 1870. The Illinois, built of unseasoned white oak, had become worthless through dry rot and was broken up.

While on a visit to Commodore Pennock, Admiral Farragut died after a very brief illness, in the house still used as the Commandant's residence.

The funeral was held from St. John's Church with full military honors befitting the rank of the deceased. The body was afterward taken aboard the U. S. Frigate Guerriere, Capt. T. H. Stevens commanding, and conveyed to New York for interment in Greenwood cemetery.

A chain shed was built in 1872 and appropriations were given to repair the dry dock and to build a truss bridge to Seavey's Island.

The Monongahela, a steam sloop, was thrown ashore by a tidal wave at Fredrickstadt, St. Croix, West Indies, on November 18th, 1867. She was carried over the warehouses into one of the streets of the town and the return sea took her back upon a coral reef at the water's edge. Only five of her crew were lost and the damage to the ship was repairable. She was accordingly launched on May 10, 1868, left St. Croix on June 13th, and arrived at New York June 29th. She was sent to this Yard to be rebuilt and was completed and refitted in 1873.

The steam sloop Marion, built to take the place of the sailing sloop of the same name, was launched in this year and two new steam sloops, the Essex and the Enterprise, were put upon the stocks.

The Enterprise was built by contract labor furnished by Mr. I. W. Griffith, the material being furnished by the Government. She was laid down and launched the same year.

The installation of gas for lighting purposes was commenced in 1873 and completed in 1874. The Essex, a sister ship of the Enterprise, was launched in 1874. The Essex was built by the Navy Yard later in competition with the private contract labor used to build the Enterprise.

A shortage of water during this year caused considerable inconvenience, in fact it was feared that sufficient steam could not be generated to run most of the shops. An artesian well was proposed at a cost of \$60,000, but the discovery of several springs upon Seavey's Island relieved the situation. By constructing a dam in the hollow where the springs were, a pond

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"I SAW IT IN THE LIFE BUOY"

was forced which provided sufficient water at a cost of \$500 including a reservoir and a pump. The pond also provided ice for this Yard in the summer.

A waiting house was built on the Portsmouth side in 1874 for the convenience of passengers on the ferry regularly established between the Yard and Portsmouth during the Civil War. The ferry was repaired and put in safe condition for travel.

From 1875 to 1877 little was done toward improving the Yard, the money appropriated being barely sufficient to keep up necessary repair.

During the summer of 1875 the Lancaster and the Kansas arrived with yellow fever on board and were subjected to a strict quarantine. The steam sloop Plymouth was put in commission, also the new steam sloop Marion. The receiving ship Sabine was fitted up and 100 boys were enlisted and in training at the close of the year.

Congress, in the act appropriating for the naval service, approved June 30, 1876, directed the Secretary of the Navy to "organize a naval board of five commissioned officers of the Navy, three of whom shall be the senior officers of the active list of the Navy, to examine fully and determine whether in their opinion any of the navy-yards can be dispensed with and abandoned, and, if so, to report the best manner of asking disposition of the same."

Under this law on the 4th of September, 1876, the Secretary appointed a board composed of the following officers, viz: Admiral D. D. Porter, president; Vice Admiral S. C. Rowan, and Rear Admiral C. H. Davis, Chief Engineer J. W. King and Naval Constructor J. W. Easby, members.

On the 5th of December this board reported and recommended "the Kittery (Portsmouth) Navy Yard be not abandoned or dispensed with," and, as appears from the minutes of the board, for the following reasons:

October 4, 1876, the subject of the Kittery navy-yard was taken up, and, after a full discussion, the board agreed that the navy-yard should not be dispensed with or abandoned—

First. On account of its value to the Government as a building and equipping station.

Second. Because it is in a harbor where the water is open in the coldest weather and the port is at all times and seasons accessible.

Third. As a refuge for vessels coming from a sickly station with an epidemic on board there is no other harbor where so many facilities are presented, or where the inhabitants have made so little objection to our infected ships occupying the outer harbor.

Fourth. There is a large population in and around Portsmouth, N. H., and Kittery, Me., who have passed their lives in ship-building, and the naval mechanics in that vicinity are esteemed among the best in our country.

While the board are decidedly opposed to abandoning the Kittery yard, it seems to them that some expression of opinion on their part should be recorded in regard to what should be done with the yard in case work there is

temporarily suspended. They recommend that the yard should have a sufficient force of officers and employes kept on duty to maintain it in the most efficient condition and ready for any emergency.

There is at the present time no complete history of the Portsmouth Navy Yard arranged according to the time that events have happened. The only basis for the following fragmentary statements is "A Short History of the Portsmouth Navy Yard," by John H. Clifford, employed in the Supply Department, old records, and the statements of employees who have been on the Yard for some time.

From 1877 to the time of the close of the Spanish War there was little work except the routine repairs upon wooden ships.

The historic Constitution, built at Boston in 1797, was put out of commission at the Yard in 1855, repaired during 1858, and sailed for Annapolis in 1860 under the command of Lieut. David D. Porter, to serve as a school ship for the midshipmen. The Constitution returned to this yard from New York on October 27, 1882, in charge of Lieut. William H. Jacques, being towed by the steamer Powhatan. She was dismantled and her deck housed in soon after coming to the yard and she remained here as a museum and one of the points of interest to visitors until she was sent to the Boston Navy Yard in 1897 under the command of Lieut. Commander Very.

From early times until the first part of the nineties the men in each department "mustered in" twice a day. Each man had a roll number just as at the present time and they were lined up accordingly. They passed before a clerk upon a raised platform and each man answered to his name. The men of Construction and Repair "mustered in" on the ground floor of Building 13 on the north side, the men of Steam Engineering in Building 7, the old store building, and the men of Yard and Docks in Building 59, at present part of the Boat Shop.

If the weather was not suited because of extreme heat or cold, a ball which could be seen from Portsmouth and Kittery was hoisted to warn the men not to report for duty.

In 1884 the survivors of the Greeley Arctic Expedition were brought to this yard by the relief expedition sent out under the auspices of Secretary of the Navy William E. Chandler. The rescuing fleet consisted of the Bear, bought at St. John, N. B., especially for the expedition, the steam-sealer Thetis, purchased in London by the United States minister, and the Alert, a ship donated by the British government for the expedition. All of these ships were especially fitted for Arctic service.

It may be of interest to our readers to know the purpose of the Greeley Expedition. A party under the command of Lieut. A. W. Greeley of the 5th United States Cavalry, consisting of two officers, a surgeon and twenty-one non-commissioned officers and privates, established a signal station at Lady Franklin Bay in Grinnell Land for the purpose of arctic observation and exploration.

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"I SAW IT IN THE LIFE BUOY"

Two attempts under the auspices of the United States Army Signal Corps, one in the summer of 1882, and the other in the summer of 1883, had failed to reach Lieut. Greeley. Of the twenty-five members of the Greeley party which left in 1881, the following sole survivors reached Portsmouth on August 1, 1884: Lieut. A. W. Greeley, Sgt. David L. Brainard, Sgt. Julius Fredericks, Lieut. Francis Long, Steward Henry Biederbeck, and Private Maurice Connell. Lieut. Greeley remained at this yard for some time to recuperate his health, and the house near the standpipe now occupied by the Master of Tugs, has been known as the Greeley cottage since the time it was occupied by Lieut. Greeley during his stay at the yard.

In 1891 the so-called old Hospital was built on Seavey's Island, replaced now by the new Hospital erected in 1913. In 1892 the ferry boat No. 132, built at this yard, was launched.

There is little compiled information that can be obtained at the present writing concerning the history of the yard at Portsmouth from 1877 to the time of the Spanish-American War. In July, 1898, about eighteen hundred Spanish prisoners were confined in a stockade on Seavey's Island. These men were taken prisoners as a result of the engagement between the fleet of Admiral Sampson and the Spanish Admiral Cervera, July 3, 1898, at Santiago. Many of them upon their arrival here were sick with fever and poorly clothed. They remained here until September 11th of the same year. Thirty-one prisoners died while in the camp and were buried in the cemetery near by. In 1916, seventeen years later, the remains of these thirty-one Spanish sailors were removed and conveyed with full military honors to the waiting Spanish transport, *Almirante Lado*, which took them back to Spain for burial in the national cemetery at Cadiz.

A battalion of marines was also encamped on Seavey's Island from August 27th to September 20th, 1898. These men had seen active service in Cuba and were sent here to recuperate. Just previous to the breaking of the camp, there was a military parade in Portsmouth of soldiers, sailors, and New Hampshire volunteers, followed by a clam bake on Pierce Island.

At the close of the Spanish War, there began a new era in the navy with the result that at this yard as well as at others in the country, the metal trades shops became larger and of more importance, because of the increasing use of metal in the construction of ships.

In 1899 telephone service was started at this yard and the first central station was in Building No. 20. The operators were marines detailed for that duty. During the recent war, the exchange was moved to its present site in Building No. 13, the Commandant's Office Building, and female operators were put on duty during the day, with marines detailed for night duty.

During 1901 many improvements were made in the yard. A brick dispensary was built to replace the old wooden building which served

that purpose on the site of the present dispensary. The railroad system was installed and the present Smith Shop was built.

A terrific gale blew down a temporary wooden shack in which granite was being cut for the present dry dock, killing the wife of one of the bandsmen who had sought shelter in the building.

The *Reina Mercedes*, a Spanish gunboat captured at the battle of Santiago, was refitted in 1901 as a training ship to be used elsewhere. Two of the guns from the vessel were placed in front of the Commandant's Building and may still be seen there.

In 1902, the present Power House was built on the site of Ship Houses Nos. 4 and 5. The standpipe on Seavey's Island was also built during this year.

The Radio Station was built in 1903. During the same year the oxen, which up to this time had hoisted heavy loads with tackle and fall, were sold and a locomotive crane was bought to be used for that purpose.

There were several new buildings completed during the year 1904, Building No. 60, an addition to the Boat Shop, Building No. 75, the present Foundry, Building No. 79, the present Electrical Machine Shop, then called the Equipment Building.

The completion of the present dry dock in 1905 abolished the channel between Fernald's Island, the first site of the Navy Yard, and Seavey's Island, for the dock was built in the bed of the channel itself.

The Shipfitters' Shop or Steel Plant was completed in 1905, the entire upper floor some three hundred feet in length being designed for a mold loft. Part of the present Industrial Office Building, a two storied brick structure, was erected during the same year and known as the Construction and Repair Department Office Building. The roof was raised to make three stories and a new part as large as the original building was added in 1918. The present quarters of the Outside Machine Shop and the Electrical Shop, Building No. 89, were completed in 1905.

Two very important events in the history of the yard took place in 1905. "The Treaty of Portsmouth" between Russia and Japan was signed in the General Store Building just completed and used as the seat of the deliberation between the two powers at the invitation of the late President Roosevelt.

The other important event was the blowing up of Henderson's Point by forty-five tons of dynamite, marking the successful completion of a fine feat of engineering started in 1902, in order to reduce this obstacle to navigation, which by its projection into the river caused such a narrow channel at that point that the rush of the tide was at times sufficient to make it very difficult for ships to pass from the lower to the upper harbor.

The following year, 1906, marked the completion of the Machine Shop, Building No. 80, and

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PORTSMOUTH

"I SAW IT IN THE LIFE BUOY"

the Pump Well for the Dry Dock. In 1908 the Naval Prison, the Pattern Shop, Building No. 95, and the Boiler Shop were completed.

Up to 1915 there were several independent departments in the yard, corresponding to as many bureaus in Washington, that of Construction and Repair having jurisdiction over the repairs and installation of new fittings on the hulls of vessels, the Department of Steam Engineering being responsible for the repairs to the machinery of vessels and the installation of new machines, the Ordnance Department responsible for guns and small arms on ships, and the Department of Yards and Docks, corresponding to the Public Works Department of any city and later so named.

On February 1, 1915, these separate and independent departments were consolidated under one head known as the Industrial Department, in charge of an Industrial Manager, who is solely responsible for the functioning of these various departments as one whole industrial plant.

As a complete history of the First Naval District, of which this Yard is a part, for the period of the recent war is now being compiled under the direction of an officer of the United States Navy detailed for that especial work, the writer will not attempt to cover that period in this article.

OUTSIDE MACHINE SHOP

Everett Paul of Eliot is out for a few days attending to the duties of his office.

Harry L. Rose is moving into his recently purchased home on the Kittery shore; when he gets settled it will be a pretty sight to see all the little "Roses 'round the Door."

The Grim Reaper took his toll once again from our gang when on the morning of May 26, Mr. E. O. Travers was run into by a train while on his way to work.

Mike Cronin says that tight vests are bad for the complexion.

"Chet" Bridges' flivver won't fliv.

SPAR SHOP NOTES

We are pleased to say that the sum of \$351.00 was raised during the recent Salvation Army Drive by the employees of the Spar Shop.

We regret the loss of our shopmate, Mr. John Mates, who died recently while undergoing an operation in Boston.

Did Moss and Carl squeal on the trip to Salisbury? We'll say they did.

If you don't think Lona can give instructions on the typewriter—ask Pruett.

FIRST FLOOR BUILDING 81.

Cupid seems to delight in practising his wiles in the west end of this floor. He is not willing to leave, either, as long as his diet of Page & Shaws' is continued.

Henry W. Ford sure does fit with a few of the honest laborers in 81. Of course you don't get them with soap wrappers, you have to draw the lucky number!

The warm wave brought forth many bright colors of spots and stripes in men's wearing apparel. Who is the guilty person who said "us men" didn't go in for style but comfort?

ACCOUNTING OFFICE NOTES

There appears to be some misunderstanding about the notice on the accounting office door. The notice reads, "Please Shut the Door," not "Please Bang the Door."

We are glad to have Mr. Junkins with us again after over a month's severe illness.

Have you heard the new song, "When Mary Haley Rides the Roller Coaster?"

The Cheerful Cherub would appreciate a new dictionary in the accounting office—one that contains at least a few of the words in common use today. The present volume is defunct—and "It's a long, long trail down to the Stenogs."

SHIPFITTERS' SHOP

"Pete" Yeaton has raffled off his automobile and bought a Ford with the proceeds. Don't try to run it as you did that air drill, "Pete."

Joy cometh in the morning, but often goeth home at noon.

We understand that Bob Staples, our air machine expert, is going to invent a machine to run by hot air. That would be a great saving to our department as the gang here can furnish all the hot air needed.

The many friends of Fred Heiser, our Shop Quartermaster, are pleased that he is able to resume his duties.

The Victory Loan went over the top the last day with a good percentage. This gang is a little slow in the start but right there at the finish.

What will George Williams do with his German helmet? It would make a good bean pot or soup toureen.

GOOD MERCHANDISE—REASONABLE PRICE

We carry only merchandise that we know is good. We make a profit on what we sell—but that profit is based as low as we can make it.

In short we think that this is the kind of a store you like to trade in.

Good Clothes.

Good Furnishings.

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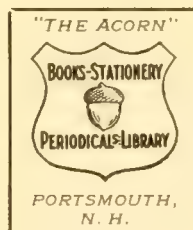
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PORTSMOUTH, N. H. : : PHONE 867-M

"I SAW IT IN THE LIFE BUOY"

BUILDING 80.

The two Thompson boys of Dexter, Maine are planning a flying trip home for the June holidays.

Mr. Harold Morrison will leave shortly to take up a residence at Seattle, Wash. It's a long way back to Yarmouth, Me., Harold, but we trust that you will not be homesick.

Morton Seavey, having recently graduated from the Christian Shore Agricultural School, intends to have one of the finest produce gardens in this vicinity the coming season.

When one goes walking on a Sunday afternoon, one can never tell who is about with a loaded camera all ready for action.

For poetry of motion in the superlative degree, see Allen Loud play a fast hit ball around the second station.

Jim: "Does Bathe live on Little Harbor road?"

George: "No, on South Street."

Jim: "That's funny, every time I am on Little Harbor road, I see him there."

If Wesley put as much "pep" into running forward as he does sideways, Ty Cobb would be as swift on the paths as a freight train in comparison.

During these days of the H. C. L., Mr. Fred Pray is setting nothing but double yolk eggs.

What we can't understand is that every time "Eddie" goes to Boston he is always recognize i while the rest of us seem to be total strangers, notwithstanding the fact that we ourselves are 90 per cent bucolic.

Thompson, Fernald and Company. Long trips arranged at short notice. Here today and gone tomorrow.

BOAT SHOP

Our leading man, Mr. Humphreys, is spending his vacation in the woods way down in Maine on a fishing trip. No doubt he is having a fine time and will bring back some of his catch with him. Let us hope that we get our share.

It is rumored that one of our quartermen has been very busy lately getting his automobile ready for a trip to Boston. We understand that some of the supervisory force are going with him. We do not like to say just what is going to happen but according to all reports this is going to be some trip.

Sally, Jackson's boat, won out on the Salvation Army Drive, but Eddie Burnham says that he made him come across.

It is rumored that one of our Kittery men has put a baseball bat under his pillow each night before going to bed. He says that if a burglar gets him he will have to go some. How about it, Charles?

Congratulations, Downing and Eldridge.

We have recently temporarily transferred twelve mechanics to the Public Works Department under Mr. Dennett. These men will return to us about the first of July. Our working force at the present time is about what it was previous to the war.

There remains one more 35 ft. motor boat to come downstairs for her machinery. This, no doubt, will be the last boat of this type which we will build for some time. From now until the first of the coming year, Mr. Hubbard's force will be on standard type boats. While on the first floor in Building 60, under Mr. Bunker, other work will be carried on to completion on the Newport type of forty-footer and after that motor sailing launches will be constructed or whatever type of work may come along.

It is rumored that some of our boys are taking houses at the Atlantic Heights settlement. We understand that these are very good modern up-to-date places and the boys are pleased with those taken.

One of our Quartermen was so taken up with the Salvation Army Drive that he took the large poster (A man may be down but he's never out) home and has it on his bedroom door. We wonder why?

PORTSMOUTH SUNSET LEAGUE

1919

- June 2—Navy Yard vs. Atlantic.
 3—K. of C. vs. Y. M. C. A.
 4—Southery vs. P. A. C.
 5—Navy Yard vs. Y. M. C. A.
 9—Atlantic vs. K. of C.
 10—Southery vs. Navy Yard.
 11—P. A. C. vs. Y. M. C. A.
 12—Atlantic vs. Southery.
 16—Navy Yard vs. K. of C.
 17—P. A. C. vs. Atlantic.
 18—Southery vs. Y. M. C. A.
 19—P. A. C. vs. K. of C.
 23—Atlantic vs. Y. M. C. A.
 24—P. A. C. vs. Navy Yard.
 25—K. of C. vs. Southery.
 26—Navy Yard vs. Atlantic.
 30—K. of C. vs. Y. M. C. A.
- July 1—Southery vs. P. A. C.
 2—Navy Yard vs. Y. M. C. A.
 3—Atlantic vs. K. of C.
 7—Southery vs. Navy Yard.
 8—P. A. C. vs. Y. M. C. A.
 9—Atlantic vs. Southery.
 10—Navy Yard vs. K. of C.
 14—Navy Yard vs. Atlantic.
 15—Southery vs. Y. M. C. A.
 16—P. A. C. vs. K. of C.
 17—Atlantic vs. Y. M. C. A.
 21—P. A. C. vs. Navy Yard.
 22—K. of C. vs. Southery.
 23—P. A. C. vs. Atlantic.
 24—K. of C. vs. Y. M. C. A.
 28—Southery vs. P. A. C.
 29—Navy Yard vs. Y. M. C. A.
 30—Atlantic vs. K. of C.
 31—Southery vs. Navy Yard.
- Aug. 4—P. A. C. vs. Y. M. C. A.
 5—Atlantic vs. Southery.
 6—Navy Yard vs. K. of C.
 7—P. A. C. vs. Atlantic.
 11—Southery vs. Y. M. C. A.
 12—P. A. C. vs. K. of C.
 12—Atlantic vs. Y. M. C. A.
 14—P. A. C. vs. Navy Yard.
 18—K. of C. vs. Southery.

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BATHING CAPS

We call them Swim Caps

Tintex, Sunset Dye, Straw Hat
Dye "Elkay's."

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\$2.45.

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Make good serviceable work shoes.

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By using Electric Appliances for Cooking

ROCKINGHAM COUNTY LIGHT AND POWER CO.

29 Pleasant Street

Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

FRATERNAL ORGANIZATIONS AND SOCIETIES

A List of Some of the Fraternal Organizations in Portsmouth and Kittery.

ELKS.

Portsmouth Lodge, No. 97, B. P. O. E.—B. J. Magraw, Exalted Ruler; T. K. Hilderbrand, Secretary. Meets 2nd and 4th Thursday, 8 p. m., Elks' Home, 93 Pleasant Street.

FORESTERS.

Court Tripoli, Catholic Foresters of America—Joseph Mangano, Chief Ranger; Dominick Paola, Secretary. Meets 1st and 3d Thursdays of each month at 8 p. m., Royal Arcanum Hall, Freeman's Block, Congress Street, Portsmouth, N. H.

KNIGHTS OF COLUMBUS.

Portsmouth Council, No. 140, Knights of Columbus—Frederick J. Donnelly, G. K.; John C. Dolan, F. S. Meets 1st and 3rd Tuesdays at 8 p. m. at Knights of Columbus Home, Islington Street.

KNIGHTS OF PYTHIAS.

Constitution Lodge, No. 88, Knights of Pythias—Raymond Brackett, C. C.; Fred Cross, K. of R. and S. Meets every Tuesday at Odd Fellows Hall, Kittery, Maine.

Damon Lodge, No. 9, Knights of Pythias—Frederick Harmon, C. C.; George H. Sanborn, K. of R. and S. Meets every Tuesday at 7.30 p. m. at K. of P. Hall, Freeman's Block, Congress Street, Portsmouth, N. H.

MASONS.

St. John's Lodge, No. 1, A. F. and A. M.—Reginald E. Goldsmith, W. M.; William B. Randall, Secretary. Meets every 1st Wednesday of the month at Freemason's Hall, Congress Street, Portsmouth, N. H.

St. Andrew's Lodge, No. 56, A. F. and A. M.—James H. Smith, W. M.; Willis N. Rugg, Secretary. Meets 2nd Monday, Freemason's Hall, Congress Street, Portsmouth, N. H.

Naval Lodge, No. 184, A. F. and A. M.—W. H. Phinney, W. M.; David Walker, Secretary. Meets the Wednesday after the full moon in each month.

MOOSE.

Portsmouth Lodge, No. 444, L. O. O. M.—J. P. Boyer, Dictator; William Huber, Secretary. Meets 1st and 3rd Tuesdays, 8 p. m., at Moose Hall, High Street, Portsmouth, N. H.

ODD FELLOWS.

Riverside Lodge, No. 72, I. O. O. F.—Stephen H. Grant, Noble Grand; Leon E. Robbins, Rec. Secretary. Meets every Monday except during June, July, and August, summer months 1st and 3rd Mondays, at Odd Fellows Hall, Kittery, Maine.

Osgood Lodge, I. O. O. F.—Charles W. Carkin, Noble Grand; Charles H. Kehoe, Rec. Secretary. Meets every Thursday at 7.30 p. m. at Odd Fellows Hall, Congress Street, Portsmouth. All Odd Fellows extended a cordial welcome.

REDMEN.

Massasoit Tribe, No. 16, I. O. of R. M.—George W. Craig, Sachem; Ford Harrison, Chief of Records.

St. Aspinquid Tribe, No. 104, I. O. of R. M.—Oscar B. Hutchins, Sachem; Frank E. Donnell, K. of R. and S. Meets every Saturday at 7.30 p. m. at Odd Fellows Hall, Kittery, Maine.

MODERN WOODMAN OF AMERICA.

Portsmouth Camp, No. 16627, Modern Woodman of America—H. C. Moody, Consul; W. H. Stevens, Clerk. Meets 1st and 3rd Mondays of each month at 8 p. m. at Moose Hall, High Street. We extend a cordial welcome to all M. W. of A.

AMERICAN SOCIETY OF MARINE DRAFTSMEN.

Portsmouth Branch.

G. W. Philbrick, President; C. P. Yeomans, Secretary and Treasurer.

MR. NAVY YARD WORKMAN

Do you know that you can get a nice room at Sugrue's Hotel, entrance to Navy Yard at a very reasonable price?

That you can buy twenty-one meal tickets for seven dollars, an average cost per meal of thirty-three and one-third cents?

That these tickets are good until used, and if you leave here you can cash them back for what you paid for them?

That when you miss a meal you save a ticket?

That these meals are good, and there is plenty of it.

COME IN AND SEE US. CLEAN ROOMS AND GOOD FOOD.

SUGRUE'S HOTEL ENTRANCE TO NAVY YARD **KITTERY, MAINE**

PARAS BROTHERS

FRUIT AND CONFECTIONERY, ICE CREAM AND SODA, WHOLESALE AND RETAIL
TELEPHONE 29 W **CATERING A SPECIALTY** 43 CONGRESS STREET

OVERLAND

MODEL 90

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Holds world record for not a stop run sealed in high.

Beats record for Bretton Woods run by 1 hour 51 minutes.

If that is not enough we can tell you more.

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visit our well lighted garment section. This season more than ever before you should choose with the utmost care from thoroughly dependable lines. We select only from the best makes, fabrics that are best in quality designed by masters of clever fashion, and made by experienced and well paid operatives. The results are, garments that give exceptional wear and service.

NEW FALL AND WINTER COATS, SHIRT WAISTS OF VOILE AND GEORGETTE
CREPE, DRESS SKIRTS OF LATEST MODELS, SHAWL SCARFS,
KIMONOS, SILK PETTICOATS, BATH ROBES.

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HOUSES!

JUST A FEW LEFT

NEW HOUSES. MODERN AND WITH ALL CONVENIENCES.
IN A RESTRICTED NEIGHBORHOOD.

HANDY TO CITY AND NAVY YARD

SCHOOL ON PREMISES.

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Baths.

Reading Rooms.

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THE ATLANTIC HEIGHTS CO.

HENRY A. TRYBORNE, Manager.

Phone 88.

MUTUAL AID ASSOCIATION

Statement as of Sept. 9, 1919.

RECEIPTS

Dues to Sept. 9, 1919 \$3,445.55

\$924.10

Balance in Treasury \$2,521.45

EXPENDITURES

Benefits paid to Sept. 9, 1919 \$860.55
(38 claims)

Expenses such as Printing,
Postage and Stationary 63.55

\$924.10

Membership, Sept. 9, 1919, 2,647.

Notify the Secretary promptly in case you are sick or disabled more than one week. The Secretary's address is M. O. RICHARDS, care THE SAFETY ENGINEER, Building No. 81. Benefits will not be paid if you are two weeks in arrears in paying your dues as per By Laws.

"I SAW IT IN THE LIFE BUOY"

AN INVESTMENT RECOMMENDATION

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plan which proved so successful during the War
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"I SAW IT IN THE LIFE BUOY"

INDUSTRIAL DEPARTMENT LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. II

SEPTEMBER, 1919

NO. 7

THE COST OF FEAR

We are told by statisticians that the direct cost of the war has been about 175 Billion Dollars. If you will take a pencil, calculate the number of minutes in a day, multiply this by the number of days in a year and then by the number of years since the birth of Christ Jesus, you will find that the final result is a trifle over a billion minutes. The cost of the war, in other words, is equivalent to about \$175 a minute for every minute in the Christian era.

This unthinkable sum of money has been spent on destruction. The constructive activities of the great industrial nations have been stimulated and organized as never before. But to what immediate end? The making of death-dealing instruments and death-dealing mixtures, the use of tools and implements of production in order to make destruction of human life and human happiness more complete and spread out over wider areas than anything the world ever knew before. The making of graves by the millions, and of cripples in numbers still larger, the destruction of cities, villages, railroads, harbors, furnaces, factories, mines, the utter devastation of fertile land. How freely people have given for destruction!

THE GOOD TO COME.

There is the highest authority for the statement that God "maketh the wrath of man to praise Him." The main business of the war has been destruction, and its chief motive has been fear. But its lessons will bring incalculable good. It has given us such a vision as we never had before of the total resources of the race and of massed power when even a portion of mankind bends all its energies to the performance of a particular task. It shows us that the problem of bringing in the universal reign of fellowship and good will, of kindly feeling and common effort for worthy purposes, simply the search for a motive. We

shall not have realized the utmost that is possible until the world awakes from its dream of lethargy in time of Peace to find a constructive motive, sufficient in its power and compelling effect to move mankind mightily and unitedly in firmly establishing a real, constructive program, thereby nullifying the temptation to resort to war.

The war has set a new standard for the future, a new standard for industry, for commerce, for the development of agriculture, for education, for skill, which is the training of men's hands and minds to do the thing right the first time. It has set a new standard for all our charities and philanthropies. Think of the situation if only people would put rice and corn meal into the loaf instead of wheat flour, abstain from eating meat two or three days a week, cut down the sugar in the coffee cup, eat fruit canned instead of preserved, turn off an electric light except when absolutely needed, and put every dollar's worth of saving into Government securities, and all in order that humanity might be given a better chance, that new opportunities might be put before our boys and girls, that men and women might be so trained and so inspired to new efforts for their own well being that poverty and want and vice should become things of the past.

To me, the fact which stands out most prominently is that, moved by the sense of fear, mankind has poured out wealth to an amount equal to \$175 a minute for 24 hours of every day which has elapsed since the first Christmas Day at Bethlehem. And now, how many minutes must humanity wait to see as large a portion of mankind exert itself as strongly, not under the whip and spur of fear, but in response to love and hope and fellowship?

CLARENCE H. HOWARD

SUBMARINE S-4 LAUNCHED.

At 2.50 on Wednesday afternoon, August 27, 1919, the Submarine S-4 successfully took the water being christened at the given signal by Mrs. Herbert S. Howard. The christening was all the more memorable because of the fact that the sponsor Mrs. Howard, is the wife of Commander H. S. Howard, U. S. N., of the Construction Corps who has been in charge of all submarine work.

This was the first launching that has taken place from the new submarine shed, Building 115, and all present at the launching had an almost unobstructed view to see the submarine glide gracefully into the water because of the open construction of the shed.

Captain L. S. Adams, U. S. N., Industrial Manager had direct supervision of the launching and it is needless to say the submarine took the water to the minute of schedule time. The launching as to time was the most successful yet made.

The sponsor, Mrs. Herbert S. Howard was attended on the platform by the Commandant, Rear Admiral J. C. Boush, U. S. N., Ret. Among the invited guests were Governor J. H. Bartlett of New Hampshire and council; Ambassador David R. Francis; Rear Admiral C. W. Dyson, U. S. N., Chief of the Bureau of Steam Engineering; L. M. Howe, Secretary to Assistant Secretary of the Navy, F. D. Roosevelt; Captain H. L. Wyman and other officers of the yard, as well as many guests from Portsmouth and surrounding cities.

Previous to the launching Mr. S. D. Gilkey, Master Shipfitter, presented Mrs. Howard with a beautiful diamond bar pin brooch, given as a memento of the launching by the employees of the Yard.

Prayer was offered by Chaplain Charlton and shortly after, Mrs. Howard broke the traditional bottle on the bow of the Submarine. The Submarine, bedecked with flags and with Old Glory snapping in the wind made a beautiful sight as she took the water.

Following the launching afternoon tea followed by a dance was given the launching party by Captain and Mrs. L. S. Adams.

Submarine S-4 is the second Government designed and built submarine to be constructed. The first of this type, Submarine S-3, was also built at the Portsmouth Navy Yard and has been in active service since last June. Submarine S-4, therefore, is the second of the so-called Government 800 ton submarines. She is about 231' long and 20' beam with a surface displacement of somewhat over 850 tons. This, it may be of interest to know, is about the same size of submarine which the Ger-

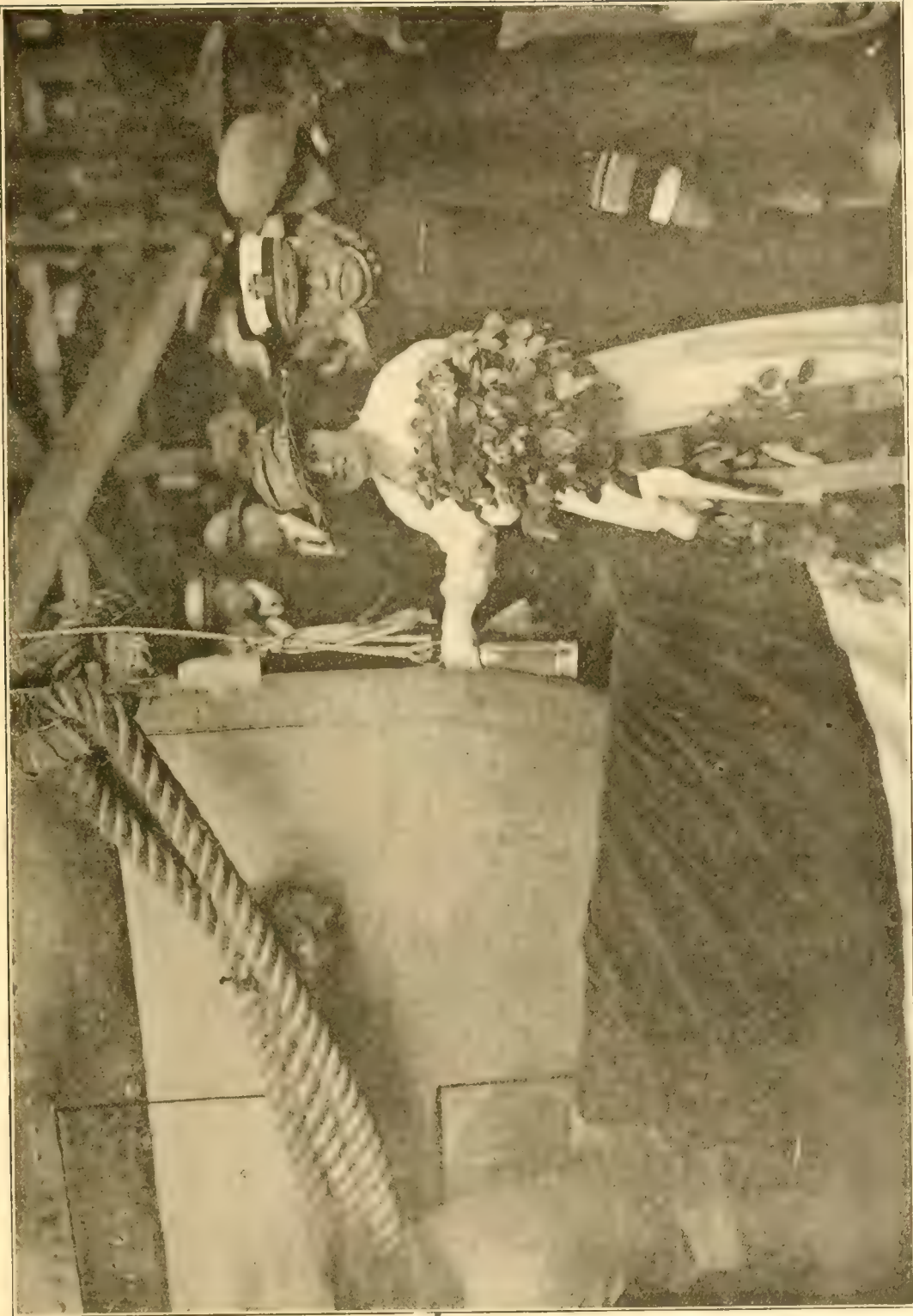
man and English Navies determined upon as the best for all-around use during the war. The engines for Submarine S-4 were built at the New York Navy Yard but were assembled and installed in the vessel here. All the plans for the S-4 were made at this Yard and with the exception of the engines, which, as mentioned, were built at the New York Yard, and auxiliaries, which were purchased, she was constructed and completed here. As in the case of practically all other modern submarines, the main engines are of Diesel type, which drives the vessel on the surface, while for submerged work she is equipped with the most modern storage batteries and motors. The vessel is now about 92% completed and it is expected that she will be ready for commissioning and active operation by the latter part of October.

EXTRACTS FROM A LETTER FROM AN OFFICER ON THE U. S. S. PITTSBURGH TO AN OFFICER ON THIS YARD.

"The engines ran fine (67 to 73 R. P. M.) all of the way across, and we watched them like a mother would her first born, especially with so many green men aboard. The splash plates above the cranks, and other oil saving devices were very successful. It certainly is a pleasure to be repaired at a Navy Yard in which one can get such excellent work and be treated so well at the same time.

"It was great to lie in an English port on the 4th of July, and see the English dress their ships and fire a national salute in our honor. Previously to the war it was considered very bad form to stay over the 4th in an English port. The Governor opened his heart and allowed all of the officers to go around, and over the Rock. I was one of the victims and while some of the paths were fair, some of the stairs on the Mediterranean side took my breath, and I was glad when I reached the top."

"The price of food at the leading hotels is quite high and the meal is really poor, so anybody will appreciate the Ward room table after a meal or two ashore. There were several American Army nurses aboard for dinner last night and they ate voraciously, saying that the fare of the past would soon be nothing but a memory. The transport which these Army nurses were from, has been lying here for about five days waiting for coal, but the Spaniards (properly called Rock Scorpions) would not coal, so today the soldiers volunteered and coaled her. Coal is worth (105) one hundred and five shillings a ton, besides



LAUNCHING PARTY SUBMARINE S-4

one shilling a ton war tax, six shillings a ton for lighterage and one shilling a ton for stevedores."

BASEBALL TEAM CAPTURES CHAMPIONSHIP SUNSET LEAGUE WINNERS.

The baseball team won the championship of the Sunset League by winning twelve games and losing only two games. This is a wonderful achievement when consideration is taken of the fact that this is the first year the Yard has ever been represented in the Sunset League by a baseball team.

Too much praise can not be accorded the players as they all played well together, showing that through close co-operation and concentrated team work almost any obstacle can be overcome. Once the team was formed few changes took place. As to giving any one player, or players any more credit than the others because of marked proficiency it can only be said that it is exceedingly difficult to do this. However, if any player stands out somewhat more prominent than the others, mention must be made of our star hurling performer Charles C. Scruton of the Supply Department, Hayes at first base and Gannon at third base also played remarkable ball all summer. Irvine in left field repeatedly thrilled the spectators by his wonderful running catches. Fontaine caught a steady game and his throwing to bases to catch runners trying to steal was excellent.

The team toward the latter part of the season began hitting well and fielded at times sensationally. Double plays by Butler and C. Broderick were of frequent occurrence.

C. Broderick and Gannon lead the team in hitting followed closely by Captain Hayes.

The team is composed of the following players in the order as they appear on the photograph: top row left to right, Hugelman, Mgr., Butler, 2nd base, Hayes 1st base, Gannon 3rd base, Irvine l. f., Mastan r. f. Bottom row left to right, Scruton p., Weare p., Crowell coach c. f., Fontaine c., Davis c. f., Broderick utility infielder.

The final standing of the Sunset League is as follows:

	Won	Lost	Per.
Portsmouth Navy Yard	12	2	.857
Atlantia	10	4	.714
K. of C.	8	5	.615
Southery	8	7	.533
P. A. C.	3	11	.215
Y. M. C.	1	13	.072

Following are scores by innings of the different games as well as names of the batteries and the number of hits and errors.

The scores

June 2.

Innings	1	2	3	4	5	R	H	E
Navy Yard	0	0	0	0	2	2	0	1
Atlanties	0	0	0	0	1	1	9	4

Batteries: Fisher and Bailey; Horan and Fahey.

June 5.

Innings	1	2	3	4	5	R	H	E
Navy Yard	1	0	2	1	0	4	4	0
Y. M. C. A.	1	0	0	0	0	1	2	6

Batteries: Weare and Bailey; Eiche and Thomas.

June 10.

Innings	1	2	3	4	5	6	7	R	H	E
Navy Yard	0	3	1	0	0	0	0	4	7	2
Southery	0	1	0	1	2	0	0	4	9	1

Batteries: Scruton, Fisher and Bailey; Kindel and Hanlon.

June 16.

Innings	1	2	3	4	5	R	H	E
Navy Yard	1	2	0	3	x	6	6	1
K. of C.	1	1	0	0	0	2	3	2

Batteries: Monk and Bailey; Lewis, Wood and Patterson and Angwin.

June 20.

Innings	1	2	3	4	5	R	H	E
Southery	4	0	1	0	x	5	5	1
Navy Yard	0	0	0	0	0	0	1	2

Batteries: Kelley and Porter; Fisher and Mitchell.

June 24.

Innings	1	2	3	4	5	R	H	E
Navy Yard	2	0	1	2	x	5	8	1
P. A. C.	2	0	0	0	0	2	6	2

Batteries: Weare and Fogg; Doll and G. Leary.

June 26.

Innings	1	2	3	4	5	R	H	E
Navy Yard	3	0	0	2	x	5	2	1
Atlanties	0	0	0	1	0	1	2	2

Batteries: Scruton and Fogg; Andrews and H. Robertson.

July 2.

Innings	1	2	3	4	5	R	H	E
Navy Yard	4	0	0	0	x	4	3	0
Y. M. C. A.	0	0	0	0	0	0	4	4

Batteries: Fisher and Duphinette; Mutch, Lathrop and Smith.

July 7.

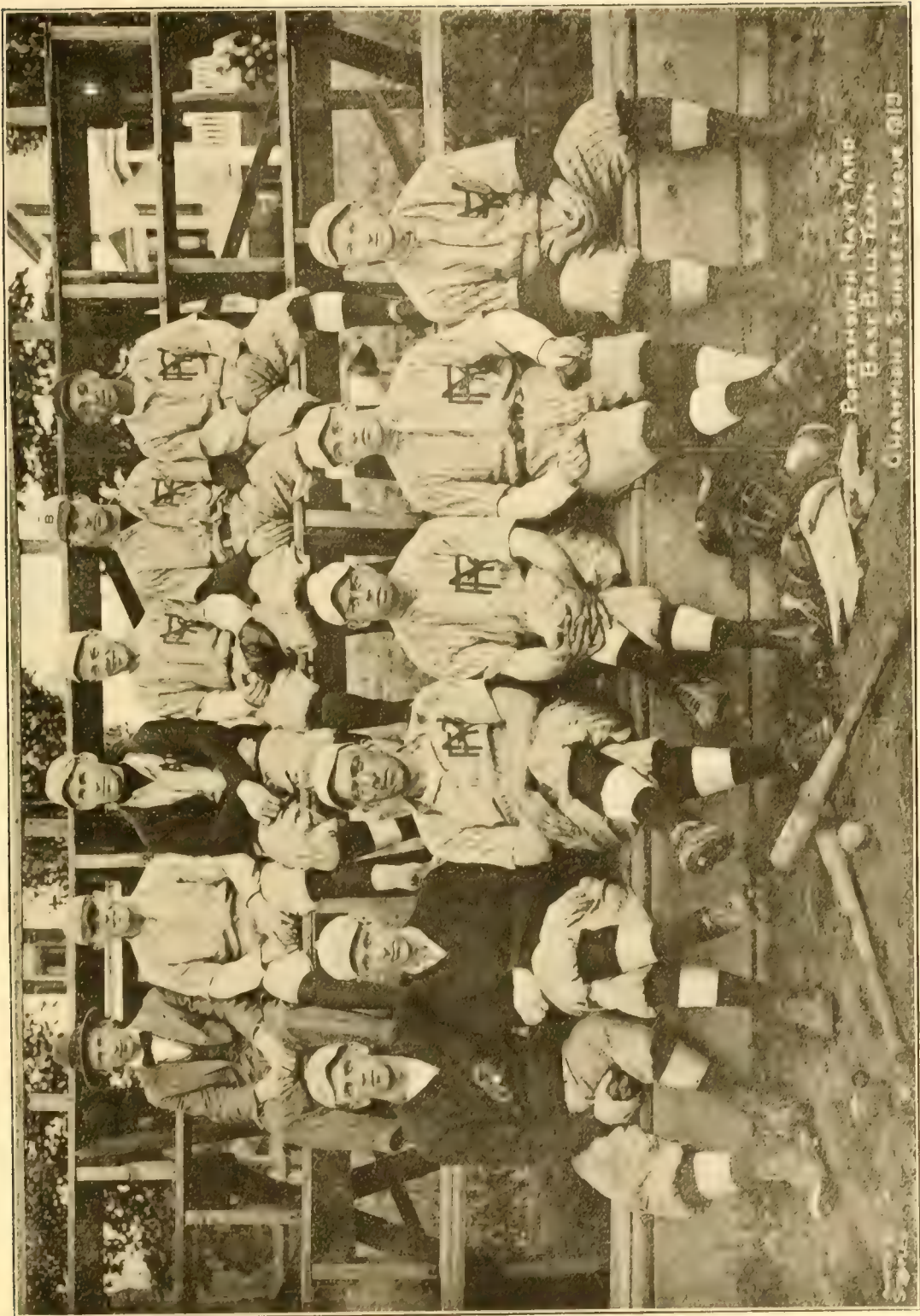
Innings	1	2	3	4	5	6	R	H	E
Navy Yard	0	1	0	0	1	0	2	1	6
Southery	0	0	1	1	0	0	2	4	4

Batteries: Scruton and Duphinette; Kelley and Porter.

July 14.

Innings	1	2	3	4	5	R	H	E
Atlanties	0	0	1	0	x	1	6	1
Navy Yard	0	0	0	0	0	0	3	0

Batteries: Horan and H. Robertson; Scruton and Duphinette.



PORTSMOUTH NAVAL YARD
EAST BATTALION
CHAMPION SUMMER LEAGUE 1919

July 18.

Innings	1	2	3	4	5	R	H	E
Navy Yard	2	0	1	1	x	4	4	1
Southery	0	0	0	0	0	0	3	4

Batteries: Scruton and Duphinette; Kelley and McElvain

July 21.

Innings	1	2	3	4	5	R	H	E
Navy Yard	0	2	0	1	x	3	2	2
P. A. C.	0	0	0	2	0	2	5	3

Batteries: Scruton and Bailey; Sutton and R. Brackett.

July 29.

Innings	1	2	3	4	5	R	H	E
Navy Yard	0	4	3	4	5	16	8	3
Y. M. C. A.	2	0	1	0	0	3	4	12

Batteries: Weare and Fountaine; Monk Perrault and Smith.

July 31.

Innings	1	2	3	4	5	R	H	E
Navy Yard	2	2	2	0	0	6	8	2
Southery	0	0	0	0	1	1	3	2

Batteries: Scruton and Fountaine; Klettman, Aybell and McElvain and Flann

Aug. 19.

Innings	1	2	3	4	5	R	H	E
Navy Yard	0	0	4	0	x	4	3	2
K. of C.	1	0	0	0	1	2	5	2

Batteries: Weare and Fountaine; Taomblly and Thomas

Aug. 21.

Innings	1	2	3	4	5	R	H	E
Navy Yard	3	1	2	3	1	10	13	0
P. A. C.	0	0	1	0	0	1	2	3

Batteries: Keefe and Fountaine; Leary and H. Robertson

THEY CALL IT GENIUS.

When I have a subject in hand, I study it profoundly: Day and night it is before me. My mind becomes pervaded with it. Then the success I make, the people are pleased to call genius. It is the fruit of thought and labor.

ALEXANDER HAMILTON.

Genius is 2 per cent inspiration and 98 per cent perspiration.

THOS. EDISON.

HOW TO KEEP HAPPY.

Five Infallible Rules.

Keep your heart clean.

Keep your mind free from worry.

Keep your body in condition.

Keep out of other's affairs.

Keep on the job.

AMERICAN MAGAZINE



MR. JOSEPH H. MORRILL, MASTER PAINTER.

Mr. Morrill was born in Portsmouth, June 22, 1866. He was graduated from the Haven Grammar School and at fifteen years of age he went to work in the Ship Yard of Daniel Marcy. He left in 1882 to work at the Isles of Shoals and remained there until 1884 as a general helper. In 1885 Mr. Morrill went to Boston and learned the painter's trade under Mr. N. T. Howard. From 1889 to 1914 he worked for various firms in Portsmouth as Foreman in charge. In September 1913, Mr. Morrill was called to the Yard as journeyman painter, and was promoted to leadman in 1917, quarterman in 1918, and became Acting Foreman on the death of Mr. Ball, February 22, 1919. He was appointed Master Painter August 27, 1919. Previous to coming to the Yard, Mr. Morrill had charge of the work in some of the finest residences and buildings in Portsmouth, decorating and painting in such places as the Wentworth and the Rockingham hotels, the Middle Street Baptist Church and the residences of H. Fisher Eldredge of Portsmouth and F. G. Niles of Newcastle. As general supervisor, Mr. Morrill has charge of all the painting and glazing done on ships and in the various buildings on the Yard.

Mr. Morrill is married and has two children.





**ROBERT J. GILKER, FOREMAN LABORERS
& RIGGERS.**

Mr. Gilker was born in New Carlisle, Quebec, August 9, 1874. After attending the grammar school, Mr. Gilker began work as a Shipfitter's helper in the Bath Iron Works, Bath, Maine, in 1893, and was advanced to the grade of Shipfitter in 1895. In 1901 Mr. Gilker left the Bath Iron Works to accept a position in Groton, Conn. He returned to the Bath Iron Works in 1903 and was made Foreman Shipfitter, serving until April 1912. From April to September 1912 he was with the Seattle Construction and Dry Dock Company as Assistant to the Manager. Mr. Gilker not only knows how to build boats but how to sail them, for he served as a boat steerer on the whaling ship, "Frances Allyn" from the port of New Bedford during the years of 1897 and 1898, and was once reported lost in the Arctic Ocean. In 1915 Mr. Gilker was appointed as Foreman of the Laborers & Riggers Shop at this Navy Yard as a result of a competitive examination. He has charge of the handling of all machinery in the various shops and of other heavy articles about the Yard. All kinds of rigging work done on the Yard as well as the care of the Dock and the laborer when helping to dock ships, are likewise under his supervision.

The quartermen under Mr. Kilker are Mr. R. Adams, in charge of outside work, Mr. C. Pinckham, in charge of inside shop work, the foremen are Mr. E. Tobey, outside, Mr. E. Johnson, inside in charge of pipe covering.

Mr. Gilker is married and has three children, two boys and a girl. He is fond of wrestling and athletic sports and is an enthusiast with the gun and the rod.

OUR DESTROYERS.

With death above and death below,
And hardly time enough to think.
Often no flame in the galley range
To warm their food and drink.
While boats were smashed, and often crashed
Over their ship's side, to sink.
Theirs was a task that the Navy set
To protect our men at sea,
Each moment full of storm and death,
Wherever their keels might be.

No deed was too great or hour too late,
For hearts that were brave and free.
Mid driving gale with snow and hail,
While freezing seas did break aboard
They put the fear of a living God
In the U-Boats' piratical horde,
Compartments flooded, their clothing wet
With brine that washed the deck,
They rode through storm and fought the Hun,
With their ship all but a wreck.

By night and day they staid at sea,
To catch their cruel lurking foes;
No complaining words from lips were heard,
What they suffered, our God only knows,
With bulwarks bent and rigging rent
By the weather that numbed and froze.
Then here's to men and ships who snatched
The victory from murdering Huns,
Immortal glory with honor is theirs,
Just as long as Time's course will run.

R. J. GILKER.

DRY DOCK.

So many questions have been asked in the past relative to the Dry Dock that it has been decided to present a resume of the pertinent facts pertaining to the construction of the Dry Dock.

The contract for the Dry Dock was let to John Pierce in 1899, and was completed in 1905, at a cost of approximately \$1,135,000. The Public Works officer at that time was Luther E. Gregory.

The general dimensions of the Dry Dock are as follows:

Length: inside of caisson, 695 ft.-10 in.

Width at top, 130 ft. 3/8 in.

Width at bottom, 80 ft. 3/8 in.

Depth to floor, 39 ft.-3 in.

Depth to top of keel blocks, 34 ft.-11 in.

The Dry Dock was constructed partly in the mouth of the creek that separated Seavey's Island from Jenkin's Island, and partly ex-

RIGGERS DEPT.



cavated out of the ledge of these Islands. It is constructed of concrete lined with granite. The following table of quantities will give one some idea of the magnitude of the work:

Filling and grading, 60,000 cu. yds.
Cleaning and excavating rock, 120,000 cu. yds.
Cleaning and excavating earth,

..... 43,000 cu. yds.
Concrete, 16,370 cu. yds.
Granite, 20,500 cu. yds.
Lumber (oak) 153,000 bd. ft.
Lumber (yellow pine) 45,000 bd. ft.
Metal (Composition and brass) .240,000 lbs.
Metal (wrought iron stanchions
and chains) 13,000 lbs.
Metal (Steel gratings galvanized)

..... 18,000 lbs.
Metal Cast iron pipe 28,000 lbs.

In addition to the above figures which are for the Dry Dock proper, the following material was used in the construction of the Caisson:

Steel plates, etc., 513,760 lbs.
Machinery, 92,740 lbs.
Lumber (oak) 3,760 bd. ft.
Lumber (pine) 6,025 bd. ft.
Concrete 142 cu. yd.

The Dry Dock is filled and emptied by three 45 in. and one 14 in. electrically driven centrifugal pumps. The time required for filling the Dry Dock at mean high water is one hour and forty-five minutes, whereas the time for emptying at mean high water is two hours.

In connection with the Dry Dock the following appliances are used: One 100 ton shears, one 20 ton floating derrick, and one 45 ton locomotive jib crane with 85 ft. boom.

The largest ship that can be docked in the Dry Dock is a ship of the size of the battleship "Wyoming", which is the largest contemplated.

CHANGES IN SHOP SUPERINTENDENT'S ORGANIZATION.

Due to the change whereby Lieut. H. F. McCarty, C. C., U. S. N., takes the place of Lieut. R. W. Ferrell, C. C. U. S. N., who was Outside Superintendent of New Construction, the following officers have had their duties changed: Lieut. J. W. Fowler, C. C. U. S. N., has been placed in charge of the Plate Shop Group, which consists of the following shops: (1) Shipfitter Shop, (2) Boiler Shop, (3) Smith Shop. Lieut. (T) J. S. Jones, C. C., U. S. N., who is in charge of the Metal Shop Group (1) consisting of (1) Machine Shop, Inside, (2) Machine Shop, Outside, (3) Sheet Metal Shop, (4) Smelting Plant, (Equipment and Personnel); Ensign (T) F. W. Rasch, U. S. N., who is in charge of the Metal Shop Group (11) consisting of the following shops: (1) Pattern Shop, (2) Foundry, (3) Electric

cal Machine Shop, (4) Electrical Shop; Lieut. (T) S. Floathe, C. C. U. S. N., (Ret.) who is in charge of the Woodworking Group consisting of the following shops: (1) Joiner Shop, (2) Spar and Block Shop, (3) Boat Shop, (4) Structural Shop, (5) Paint Shop, (6) Sail Loft, (7) Laborer and Rigging Shop; Carpenter (T) W. J. Waterworth, U. S. N., who is in charge of the Transportation Shop.

WHAT WOULD YOU SAY?

If the Management of the Portsmouth Navy Yard requested or even demanded that you run at full speed—crowding and shoving from one part of the shop to another while engaged in your usual employment, what would you say? Yet this is being done daily by hundreds of employees running to get aboard the train sections when they have frequently ten minutes to wait when once aboard.

If you were asked to chance tearing your clothing or possibly breaking a limb to save one cent a day for the Government, would you do it? Be honest!

What would you do if a fire broke out in the shop you were working in? Would it be a case of "I should worry" or would you ask and receive a "square deal" by leaving in an orderly manner? Panics at times of fires have cost hundreds of lives.

Should you be asked frankly whether you would rather have your life, sight, or all the compensation in the world, wouldn't you tell the person asking you these questions, he was headed for an insane asylum? The old saying of "An ounce of prevention is worth a pound of cure," should never be forgotten. One good leg is worth a car load of crutches. Notwithstanding this, numerous industries are always busily engaged in making artificial eyes and limbs.

According to statistics compiled recently from the record of accidents kept in the Safety Engineer's Office, over seventy per cent of our accidents can be prevented by co-operation in the safety movement. Over eighty per cent of all our accidents are due to carelessness or thoughtlessness.

Think, think hard, as to who loses when an accident occurs, the employee or the Government? Both, but which the more?

NEW REFRIGERATING INSTALLATION.

A new refrigerating machine has recently been installed at the Naval Hospital by the Clothel Company of Bayonne, N. J. This machine in addition to the former one will deliver 1500 lbs. of ice daily as well as keep the refrigerating rooms at the desired temperatures.



FIVE OF "OUR OLD TIMERS"

The five men in the above picture have been in continuous service of the Government at this Yard a total of 146 years. In the front row from left to right they are respectively, George E. Hammond, Charles H. Farwell and John W. Leavitt, the back row from left to right, J. Howard Junkins and Aaron H. Brackett.

Mr. Hammond was born in Eliot, Maine, December 21, 1848. He graduated from the University of Maine with the first class that

was graduated from that Institution in Civil Engineering. He was employed on the N. Y. Central & Erie Railroads for twelve years. He entered the Government service July 15, 1885, as clerk in the Department of Yards & Docks, leaving on July 15, 1889 and being re-appointed July 15, 1893, and has been here ever since. Mr. Hammond has always been a man of high standing among his associates in the Navy Yard and elsewhere. Every man has his hobby that of Mr. Hammond being prize

cattle raising and the management of his farm.

Mr. Charles H. Farwell was born in Kennebunk, Maine, April 30, 1855. He entered the Government service in May 1878 as a painter in the department of Yards & Docks. He later served as clerk in the Ordnance Department, Steam Engineering Department, Construction and Repair Department and the Inspection Office, and is now Assistant to the Chief Clerk in the Industrial Department.

Mr. John W. Leavitt was born in Exeter, N. H., August 12, 1844. He attended the public schools at Exeter and graduated from the Exeter High School in 1861. During the Civil War Mr. Leavitt saw service in a Massachusetts Regiment. He was appointed a clerk in the Supply Department in November 1889. Mr. Leavitt is a member of the G. A. R.

Mr. J. Howard Junkins was born at York, Maine, October 1, 1849. He entered the Government service June 1, 1889, was out of the service from 1893 to 1896 and was reappointed December 3, 1896, and has been here at this Yard ever since. Mr. Junkins had never lost a day because of sickness until December 2, 1918. He is now a clerk in the Accounting Department. His hobby is gardening.

Mr. Aaron H. Brackett was born in Acton, Maine, May 8, 1852. He entered the Government service July 8, 1893 as a messenger and has been at this Yard ever since, without the loss of a single day. Mr. Brackett is a checker enthusiast and enjoys a good game of pool.

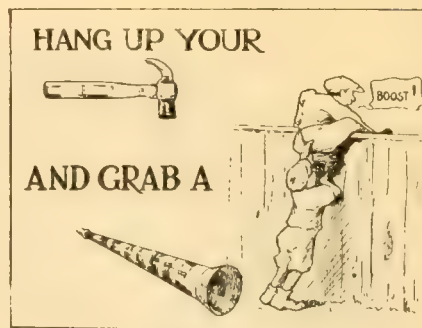
CHIEF CARPENTER W. J. WATERWORTH.

We welcome the return to the Yard of Chief Carpenter W. J. Waterworth, U. S. N., who reported for duty in the Industrial Department on April 27th. Chief Carpenter Waterworth returns from abroad after completion of one year's service at one of the Naval bases in Ireland.

Soon after reporting he was assigned as Assistant to the Shop Superintendent, his principal duties being in connection with the School for Vocational Training. He has lately succeeded Ensign Rasch as Assistant for Transportation.

CRANE TRACK EXTENSION.

An extension of the 45 ton crane track has recently been constructed, thereby making the larger crane serviceable at all points from the coal pocket as well as along side of and around the head of the Dry Dock. The track now extends to the Submarine Landing Ways, Bldg. 115.



HEADS WIN.

The other day on a street corner, I saw two little newsboys matching pennies. As I passed, one of them shouted, "Heads win!"

That little ragged urchin did not realize that he was proclaiming a great truth. But he was.

Time was when money was looked upon as being the chief factor in every branch of life. The capitalist was looked at with envy, and sometimes with fear. That day is fast passing away. People know differently now. It is head-work that wins today.

In the great world war it was not the money, the men, the tremendous amount of ammunition, the submarines, which won. It was brains. If the enemy produced a deadly gas, then the brains of the opposing forces were set to work to produce a gas more deadly than the other. When the submarines began to take their daily toll of ships sunk and destroyed, the allied nations realized that they must think out a way to get rid of these reptiles of the sea. And they did it. The magnificent brain of Foch and his generals planned a campaign which wore down the German hosts and the end accomplished their defeat. Brains did it, not guns. Heads won.

In the industrial world it is not the man with the biggest muscles that gets to the top. It is not the man with massive arms and iron hands, who can lift a hundred-pound weight with ease, who gets the most money in the pay envelope at the end of the week.

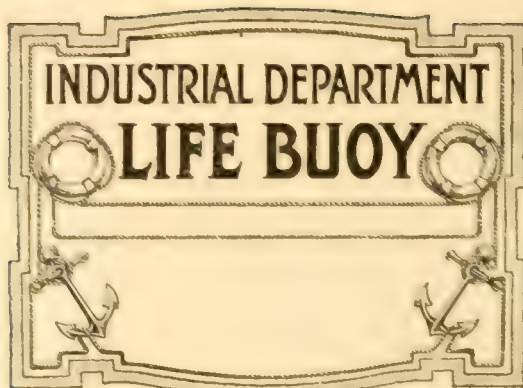
It is the man whose brain is active, who thinks and plans and studies the best way to do a job. It is the man of power. And power does not mean brute force. Power comes from constructive thinking, cumulative thought or, in the parlance of the street, "using your head."

FRANK DORRANCE HOPLEY.

in "Power", July 1919.



EXECUTIVE OFFICERS & SHOP REPRESENTATIVES
MUTUAL AID ASSOCIATION
PORTSMOUTH NAVY YARD



Editor-in-chief	R. W. Ryden
Editor	J. R. Hugelman
Associate Editor	H. L. Hartford
Associate Editor and Business Manager	M. O. Richards

"THE TOP ROUND."

Is there a limit to man's capacity for advancement? When has a man reached the "Top Round in the Ladder of Success? Is there such a thing as a fixed "Top Round?"

These questions have been discussed to a great extent by the educators thruout the country, and more or less by the educated business men. The time has come when the laboring man finds food for thought in the same questions. Does anyone believe that there exists a fixed limit to a man's advancements? Undoubtedly not—when real consideration is given the question, for to acknowledge that a fixed limit exists is to imply that when this limit is reached no further improvement can be made upon the man—that is, a man can perfect himself no further. This brings us to the second question—"When has a man reached the Top Round?" Will we not agree that the "Top Round" is reached only when a man can not better himself in any way, neither physically, mentally or morally? Can anyone imagine a man in a position so high as to exclude all possibilities for betterment? This does not necessarily mean that a man must attain a still higher position, but it certainly suggests the ability of a man to render himself more efficient for the position he is holding. This conclusion then answers our third question, "Is there such a thing as fixed "Top Round?" We

find that there is always a round above for the seeker.

Apply all this to the workmen on this Navy Yard—to the laborers and general helpers in the ditch and on the road—to the mechanics in the shops and on the ships, to the various skilled workers about the Yard. Have we reached the "Top Round?" are we willing to admit to the world that we have reached our "Top Round," that our lives have been given to the attainment we have reached in our Ladder, and that we are satisfied? Are we as efficient as we would desire, in other words, are we satisfied with ourselves and with our position in the world? If we are, then further advancement would probably not be desirable. To those of us who have "a hunch" that we have not reached the heights to which we aspired, the rest of these remarks will be addressed.

The first question that would be asked by a man in this class would very naturally be—"How can I improve myself?" The answer to this question in most emphatic terms is,—Increase your personal efficiency. Personal efficiency may be defined as the combined efficiency of the body and the mind. It is safe to assume that the average workman gets enough exercise to keep his body efficient, therefore with this feature of personal efficiency taken care of, this efficiency of the mind may be concentrated upon. Upon this rests everything. The endowed ability of a man to increase and render more effective his mental powers must be made the most of by the man. Study is exercise for the mind just as work is exercise for the body, and in the same manner that heavy exercise from a body long unused to work would not be expected, study from a mind not used to it would be impractical. Now then, what is light exercise for the mind? Educators the world over are unanimous in their suggestion, "Literature!" Good literature by old authors of recognized fame. It has been asserted that from Shakespeare's works alone, an education may be obtained. Having prepared the mind for study, by the reading of good books, the individual must choose for himself, the line of study he wishes to pursue that will fit him for a journey upward in the "Ladder of Success," and if study comes hard, and progress and success are slow in making their appearance, just "keep everlastingly at it."

G. H. DENNISON, JR.,
Structural Shop.



VETERANS OF THE WORLD WAR EMPLOYED AT THIS YARD



**MR. JOHN J. CONNORS, MASTER
MOLDER.**

Mr. Connors was born April 16, 1884, in Winchendon, Mass. He attended the grammar schools at Winchendon and graduated from the High School. Mr. Connors served an apprenticeship with the B. D. Whitney Company of Winchendon. He has had experience as a journeyman molder in iron, steel and brass work with the Vermont Snath Company, Springfield, Vt., Flather Foundry Company, Nashua, N. H., Claremont and Chicago Plants of the Sullivan Machine Company, General Electric Company, Schenectady, N. Y., Bangor Iron Works, Bangor, Maine, Bellows Falls Paper Machine Company, Fore River Iron Works, Quincy, Mass. He was called on the Yard as Molder April 30, 1917, and was appointed quartermen in charge August 26, 1917 and Foreman, February 14, 1918. Under Mr. Connors' supervision are produced numerous articles of brass, iron and steel varying in size from the propeller hubs of cruisers to small articles for electrical equipment.

The supervisory force under Mr. Connors is as follows: quartermen F. Hatch, leading-men, P. Berryman, J. Lawless, F. Donnelly, R. Norton, J. Strong.

NEW GASOLINE STORAGE TANKS.

Over 12,000 gallons extra gasoline supply is now available through the installation of three new tanks at the water front, between buildings 26 and 89.

RESUSCITATION FROM ELECTRICAL SHOCK BY THE PRONE PRESSURE METHOD.

According to Dr. S. J. Meltzer, Head of the Department of Physiology and Pharmacology of the Rockefeller Institute for Medical Research, and Chairman of the Third Resuscitation Commission, a Dutch society, organized in Amsterdam in 1767, appears to have been the first to formulate definite rules for resuscitating those apparently dead. These rules, translated into English in 1773, led to the organization of The Humane Society, which is still in existence under the name of The Royal Humane Society, and which from the start kept records of all cases of attempted resuscitation which came to its knowledge.

Since 1856, resuscitation has been confined almost exclusively to the application of artificial respiration in one form or another. While in the earlier period inspirations were produced by inflation, in the later methods this was accomplished by aspirations, resulting from the manual handling of the subject to be resuscitated. The manual movements, carried on in an orderly, systematic manner, may be divided into three classes:

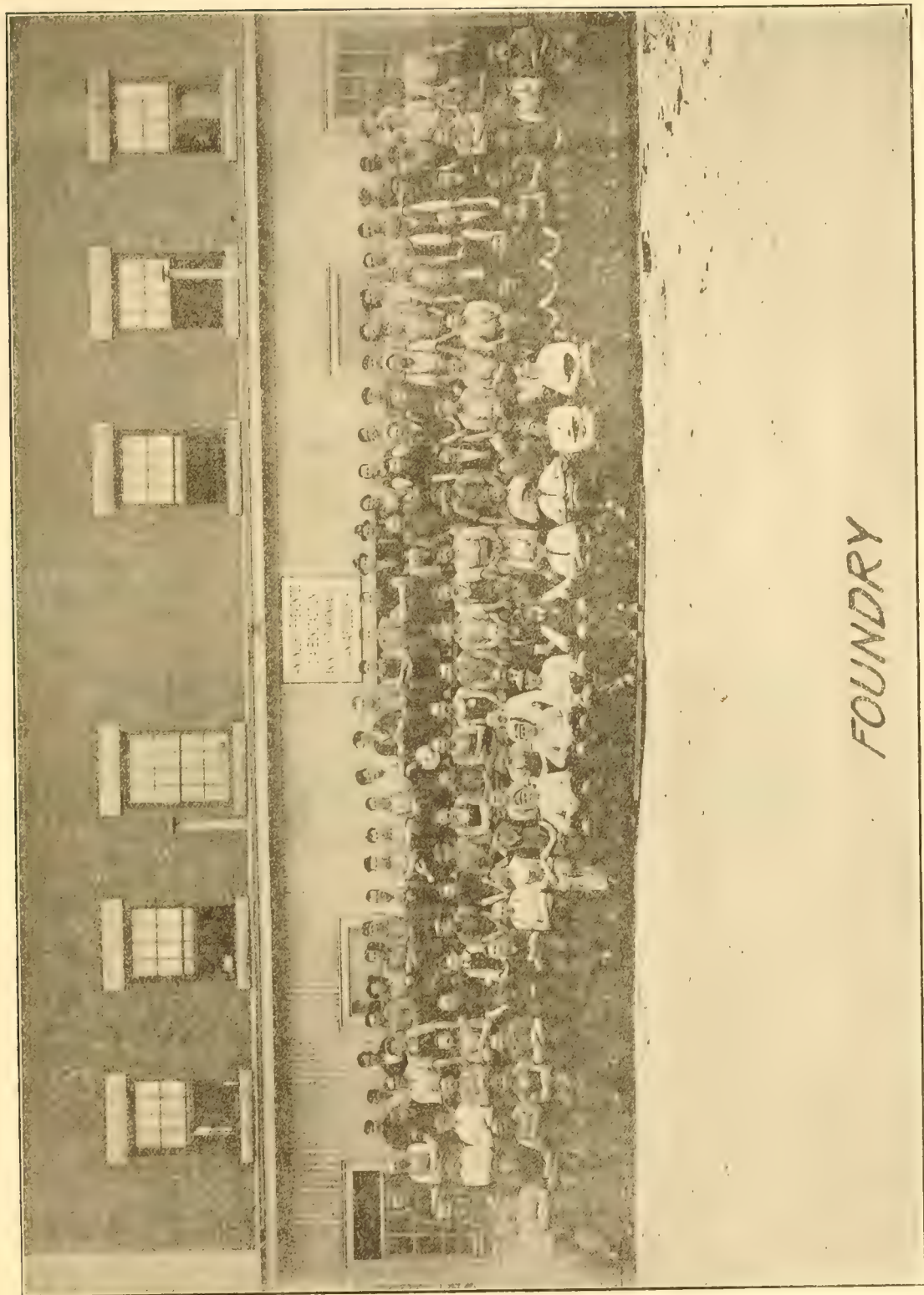
1.—Movements which produce originally active expiration, while the inspiration is accomplished passively.

2.—Movements which actively produce inspiration, while the expiration is accomplished passively.

3.—Active movements producing the inspiration as well as the expiration.

In the last mode of respiration, introduced in 1856 by the celebrated physiologist, Marshall Hall, the subject was first placed in a prone position and pressed upon the back. This caused an active respiration. He was then turned upon the side and his shoulder raised resulting in an active inspiration. Following Hall's method, Dr. Sylvester introduced the method which now bears his name. By this method, the subject is laid upon his back and both arms raised up and beyond his head, thus stretching the pectoral muscles and causing an active inspiration. The expiration is accomplished passively by returning the arms to the side of the subject. The Sylvester method was recommended by the first Committee on Resuscitation appointed by The Royal Humane Society in 1861, and is still largely in use in many parts of the world. Objection has been raised to the Sylvester method on the ground that it may cause fracture of the ribs or rupture of the liver.

In 1903, Prof. E. A. Schafer of the Royal Medical and Chirurgical Society, recommended a method which now bears his name and is known as the "prone method" of resusci-



FOUNDRY

tation. The procedure is to place the subject, face downward, with his chest resting directly on the floor. The operator kneels astride the prone subject and places his hands over the lower ribs and the lumbar region on either side of the spine. To produce the movements of expiration, with his hands outstretched, the operator brings the weight of his body on the lower dorsal region of the patient, thus powerfully pressing and forcing the abdominal viscera against the diaphragm and lungs, which are consequently brought into a position, of complete expiration. When the operator's weight is withdrawn, the recoil causes an inspiration. As the subject is in a prone position the tongue falls forward and does not interfere with the entrance of air into the larynx.

1.—Free the Victim from the Circuit Immediately

1.—Quickly release the victim from the current, being very careful to avoid receiving shock. Use any dry non-conductor (rubber gloves, clothing, wood, rope, etc.,) to move either the victim or the conductor. Beware of using metal or any moist material. If both of the victim's hands are grasping live conductors endeavor to free them one at a time. If necessary shut off current. (In view of the extensive use of high tension apparatus, these precautions for the rescuer are most important; otherwise, the fatalities might be doubled.)

Begin at once to get the subject to breathe (resuscitation) for a moment of delay is se-



Upon receipt of the report and recommendations of the Third Resuscitation Commission, the Sub-Committee on Accident Prevention of the National Electric Light Association consisting of Mr. Charles B. Scott, Chairman, and Messrs. Alexander, Baker, Bartlett, Burton, Harmer, MacLachlan, and Morrison carried on the work of revision of the Rules for Resuscitation and also of the Instruction Chart, an abbreviated form of the Rules. While no very radical revision has resulted, certain changes in detail have been made for the more effective operation of the prone pressure method of resuscitation from electric shock. The Rules follow:

Instructions For Resuscitation.

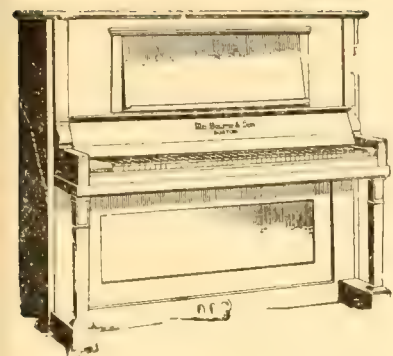
Follow Your Instructions Even if Victim Appears Dead.

rious. Use "Prone Pressure Method" for four hours if necessary, or until a doctor has advised that rigor mortis has set in.

Observe the Following Precautions.

(a) The victim's loose clothing, if dry may be used to pull him away; do not touch the soles or heels of his shoes while he remains in contact—the nails are dangerous. If this is impossible, use rubber gloves a dry coat, a dry rope, a dry stick or board, or any other dry non-conductor to move either the victim or the conductor, so as to break the electrical contact.

(b) If the bare skin of the victim must be touched by your hands, be sure to cover them with rubber gloves, mackintosh, rubber sheeting or dry cloth; or stand on a dry board or some other dry insulating surface. If possible use only one hand.



BE PIANO WISE THIS FALL

If you are to need a Piano THIS
WINTER

START NOW

to get a line on one. They are
scarce and if you want

TO HIRE OR BUY

Consult Us IMMEDIATELY

We are already booking orders for the coming winter season and as there is
bound to be a shortage of desirable instruments our advice is

DO IT NOW.

Special rates for winter rental or reasonable terms of purchase. Apply at

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CARELESS PEOPLE CARRY CASH

But the careful person deposits his money in the

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And pays all his bills and purchases with his
personal check.

SAVINGS DEPARTMENT.

SAFE DEPOSIT BOXES.

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Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

If the man receives a shock on a pole first see that his belt is secure around the pole, if possible above cross arm so victim will not fall, then break the current. Pass a handline under his arms, preferably through his body belt, securely knot it and pass the end of the line over the first cross arm above the victim. If you are alone, pass the line once around this cross arm. If you are not alone, drop the line to those at the base of the pole. As soon as the rope is taut, free the victim's safety belt and spurs and descend the pole, guiding the victim. When the victim is about three feet from the ground, lower rapidly so that the victim's feet hit the ground hard.

2.—Open the nearest switch, if that is the quickest way to break the circuit.

hand or forearm so that the nose and mouth are free for breathing.

3.—Kneel, straddling the patient's hips, with the knees just below the patient's hip bones or opening of pants pockets. Place the palms of the hands on the small of the back with fingers resting on the ribs, the little fingers just touching the lowest rib, the thumb alongside of the fingers, the tips of the fingers just out of sight.

4.—With arms held straight, swing forward slowly so that the weight of your body is gradually brought to bear upon the subject. This operation, which should take from two to three seconds, **must not be violent**—internal organs may be injured. The lower part of the chest and also the abdomen are thus



3.—If necessary to cut a live wire use an ax or a hatchet with a dry wooden handle, turning your face away to protect it from electrical flash.

II.—Attend to Victim's Breathing.

1.—As soon as the victim is clear of the live conductor, quickly feel with your finger in his mouth and throat and remove any foreign body (tobacco, false teeth, etc.) If the mouth is tight shut, pay no attention to the above-mentioned instructions until later, but immediately begin resuscitation. The patient will breathe through his nose and after resuscitation has been carried on a short time, the jaws will probably relax, and any foreign substance in the mouth can then be removed. Do not stop to loosen the patient's clothing; every moment of delay is serious.

2.—Lay the patient on his belly, one arm extended directly overhead, the other arm bent at elbow and with the face resting on

compressed, the air is forced out of the lungs, the diaphragm is kept in natural motion, other organs are massaged and the circulation of the blood accelerated.

5.—Now **immediately** swing backward so as to completely remove the pressure, thus returning to the position shown in Fig. 3. Through their elasticity, the chest walls expand, and the pressure being removed the diaphragm descends, and the lungs are thus supplied with fresh air.

6.—After two seconds swing forward again. Thus repeat deliberately twelve to fifteen times a minute the double movement of compression and release—a complete respiration in four or five seconds. If a watch or a clock is not visible, follow the natural rate of your own deep breathing, the proper rate may be determined by counting—swinging forward with each expiration and backward with each inspiration.

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"I SAW IT IN THE LIFE BUOY"

7.—As soon as this artificial respiration has been started and while it is being continued, an assistant should loosen any tight clothing about the patient's neck, chest or waist. **Keep the patient warm.** Place ammonia near the nose, determining safe distance by first trying how near it may be held to your own. Then the assistant should hit the patient's shoe heels about twenty times with a stick, and repeat this operation about every five minutes, until breathing commences. Do not give any liquids whatever by mouth until the patient is fully conscious.

8.—Continue artificial respiration without interruption (if necessary for four hours),

normally of his own volition, and then moved only in a lying position. Should it be necessary, due to extreme weather conditions, etc., to move the patient before he is breathing normally, he should be kept in a prone position and placed upon a hard surface (door or shutter) or on the floor of a conveyance, resuscitation being carried on during the time that he is being moved.

II.—A brief return of spontaneous respiration is not a certain indication for terminating the treatment. Not infrequently, the patient after a temporary recovery of respiration, stops breathing again. The patient must be watched, and if normal breathing stops, ar-



until natural breathing is restored. Cases are on record of success after three and one-half hours of effort. The ordinary tests for death are not conclusive in cases of electric shock and doctors must be so advised by you if necessary.

9.—When the patient revives, he should be kept prone (lying down) and not allowed to get up or be raised under any consideration, unless on the advice of a doctor. If the doctor has not arrived by the time the patient has revived, he should be given some stimulant, such as one teaspoonful of aromatic spirits of ammonia in a small glass of water, or a drink of hot ginger tea or coffee.

The patient should then have any other injuries attended to and be kept warm, being placed in the most comfortable position.

10.—Resuscitation should be carried on at the nearest possible point to where the patient received his injuries. He should not be moved from this point until he is breathing

tificial respiration should be resumed at once.

III.—Send for a Doctor.

If other persons are present when an accident occurs, send one of them for a doctor without a moment's delay. If alone with the patient, do not neglect the immediate and continued resuscitation of the patient for at least one hour before calling a doctor to assist in further resuscitation efforts.

IV.—First Care of Burns.

When natural respiration has been restored, burns, if serious, should be immediately attended to while waiting for the doctor to arrive.

A raw or blistered surface should be protected from the air. If clothing sticks, do not peel it off—cut around it. The adherent cloth, or a dressing of cotton, or other soft material applied to the burned surface, should be saturated with picric acid (0.5 per cent.) If this is not at hand, use a solution of baking soda (one teaspoonful to a pint of water), or the

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ONE
FOR
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ALL
FOR
ONE

"I SAW IT IN THE LIFE BUOY"

wound may be coated with a paste of flour and water, or it may be protected with vaseline, carron oil, olive oil, castor oil or machine oil, if clean. Cover the dressing with cotton, gauze, lint, clean waste, clean handkerchief, or other soft cloth, held tightly in place by a bandage.

The same coverings should be lightly bandaged over a dry, charred burn, but without wetting the burned region or applying oil to it.

Do not open blisters.
The methods of resuscitation described above may also be used in cases of apparent drowning.

SEEN THRU THE PERISCOPE.

Chief Draftsmen A. V. Curtis has been spending the week-ends lately at his summer home at Plymouth, Mass.

There is quite a bunch collected on the hills at Atlantic Heights now, and we hear that Miller, Rosen, Berna and several other of the plutes are holding some very successful dinner parties over there.

"Pop" Lord went down to Skowhegan, Me., for a couple of weeks, and he reports that the potato crop is coming right along, with all appearances for a banner season.

J. E. Borden came back from the wilds with a tan that is the envy of all the boys. He seems to be able to pick out the right spots to horn in a stay.

L. W. Sargent is back to work again, after spending a little of his roll around the summer resorts.

It has been suggested that all the employees of the Drafting Room should manage to have an extra raincoat and an umbrella in their locker, to insure protection under the skylights.

Mrs. F. L. Osgood is recuperating from a very successful operation, and is to return very shortly.

L. J. Emmons is back from a five weeks respite in Portland.

"Paperweight" Downing put on about eight pounds at his summer home on Lake Kezar, Me.

IT IS RUMORED.

That Carey is to have an oversupply of jam this winter, judging from the loads he is carrying home every payday.

That Stiansen's garden is assuming the shape of a variety shop, with its numerous cabbages and ferns.

That "Red" Newton's Chinese Chariot is about due to cave in. It has been running for about two weeks now.

That Kittredge's brass band was arrested the other night for noise and brawl.

That it might be well to state that this is the last time I expect to gather in these notes, so I hope that after my demise my successor will not be too harsh with me, for whatever I might have said about him in the past.

A SON'S LETTER TO HIS DEAD FATHER.

"Dear Dad: I am writing this to you, though you have been dead thirty years.

From your seat in the Place Beyond I hope you can see these lines. I feel I must say some things to you, things I didn't know when I was a boy in your house, and things I was too stupid to say.

It's only now, after passing through the long, hard school of years, only now, when my own hair is gray, that I understand how you felt.

I must have been a bitter trial to you. I believed my own petty wisdom, and I know now how ridiculous it was, compared to that calm, ripe wholesome wisdom of yours.

Most of all, I want to confess my worst sin against you. It was the feeling I had that you "did not understand."

When I look back over it now, I know that you did understad. You understood me better than I did myself. Your wisdom flowed around mine like the ocean around an island.

And how patient you were with me! How full of long-suffering, and kindness!

And how pathetic, it now comes home to me were your efforts to get close to me, to win my confidence, to be my pal!

I wouldn't let you. I couldn't. What was it held me aloof? I don't know. But it is tragic that wall that rises between a boy and his father, and their frantic attempts to see through it and climb over it.

I wish you were here now, across the table from me, just for an hour, so that I could tell you how there's no wall any more; I understand you now, Dad, and, God! how I love you, and wish I could go back and be your boy again.

I know now how I could make you happy every day. I know how you felt.

It took a good many years for this prodigal son—and all sons are in a measure prodigal—to come to himself, but I've come. I see it all now.

I know what a rich and priceless thing, and one least understood, is that mighty love and tenderness and craving to help which a father feels toward his boy. For I have a boy of my own.

And it is he that makes me want to go back to you, and get down on my knees to you.

Up there somewhere in the Silence, hear me, Dad, and believe me."

A. D. S. REMEDIES

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"I SAW IT IN THE LIFE BUOY

FOUNDRY.

The Shop Superintendent of the Washington Navy Yard was a recent visitor.

John Strong sleeps with a gun under his pillow since the house was broken into.

We see that Amee has changed from Chases' Pond to Eliot; I wonder where he will end up with his "Packard?"

"Dynamite" had a wonderful time scouting around Massachusetts on his vacation looking for Dan.

We wonder why "Jigger" has had no fur-lough since July 1st.

The Foundry don't need Safety Engineer, Tom.

The boys are surely glad to see Dan back on his old position at the lever. Be it ever so dusty Dan, there is no place like the Foundry.

The Foundry enjoyed a very pleasant picnic, (although it was dry.) The boys were kept busy with speeches and other amusements. The main entertainment was a base ball game between the married men and the single men, it went thirteen innings, and umpire "Herb" Brackett called it the married men's game on account of the single men quitting for a drink.

The Kittery Garage will have to get a large supply of OIL if Amee makes many more trips to Eliot.

STRUCTURAL SHOP.

Miss Cobb is spending her few leisure moments at York Beach.

Willis, as you will know, has procured an abode, far, far from the maddening crowd. Now not long ago an auto-owning friend, going in his direction, offered him a ride, at the close of an arduous day. First thing, the machine balked, then it shied, a few wires fell out; followed by a wheel or two, then some complicated internal fractures occurred, then a sprained pinion, a swollen carburetor, and inflamed cylinder and various sundry and divers injuries, complaints and erroneous motions, understood only by an adept. He finally reached his domicile about ten o'clock, tired, hungry, and actually speechless, and this after two states had been thoroughly ransacked in the fear that he had been kidnapped. Ask him for the minor details.

Speaking of autos, Reed recently purchased a famous brand, of a late vintage, and immediately hied himself on a journey to Bar Harbor. By good luck he safely reached the wilds of Skowhegan, but alas! as the good Book saith rightfully, "pride goeth before destruction" suddenly without a moment's warning, unearthly sounds rent the air, a demon

auto sauntering along at about sixty miles per hour, jogged him and his classic features propelled by an uncontrollable force sadly, but swiftly plowed the beloved soil of his own native state. And sad to relate, he is now being sued for obstructing traffic. In plain and simple language, he has briefly explained matters to a select circle of admiring friends, and can by proper methods be persuaded to confide in utter strangers, who may show a passing interest. We are wondering what his second trip may produce.

Say, you ought to see our "Cub" in his base-ball costume. He is most certainly "a thing of beauty and a joy forever." In fact, Solomon in all his glory, fades into utter insignificance by comparison.

Our expert rodent-eater Prof. Norton, is busily engaged in furnishing through transportation to his little friends.

There is no truth in the rumor that a wholesale drug store was shortly to be established at the West end. It was simply a partial shipment of glycerine. Hinds' Honey, cold cream, rose water, bay rum, camphor, vassaline, listerine, cocoa butter, etc., that Miss Coffey had purchased on account of sunburn. The doctor says she will probably recover.

ACCOUNTING OFFICE NOTES.

The weather has been exceptionally fine in this office for some time. We hope it will continue, as thunder-storms are unpleasant.

We hear that, next to Portland, roller-coasting is little Mildred's chief delight.

Notice to all passengers, foot or otherwise, on the Navy Yard bridge: Watch out for the new coupe flivver from Somersworth! "Fer the Gobelins Will Get You Ef You Don't Watch Out."

Reminiscences are sometimes painful. For further information ask Mr. Amee. If he refuses to "reminisce"—ask U.S.

Why does Harry gaze so sadly at the telephone?

One of the girls went camping last week and she took along:

A box of face powder.

A lip stick.

An eye-brow pencil.

10 lbs. chocolates.

Current Magazines.

"Ciggies."—(We,d hate to think this means cigarettes).

A pair of Khaki Bloomers.

A Bathing Suit.

A Parasol.....That is all.

Nothing funny ever happens up here anymore.

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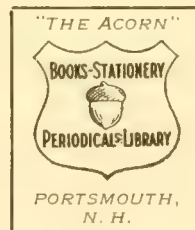
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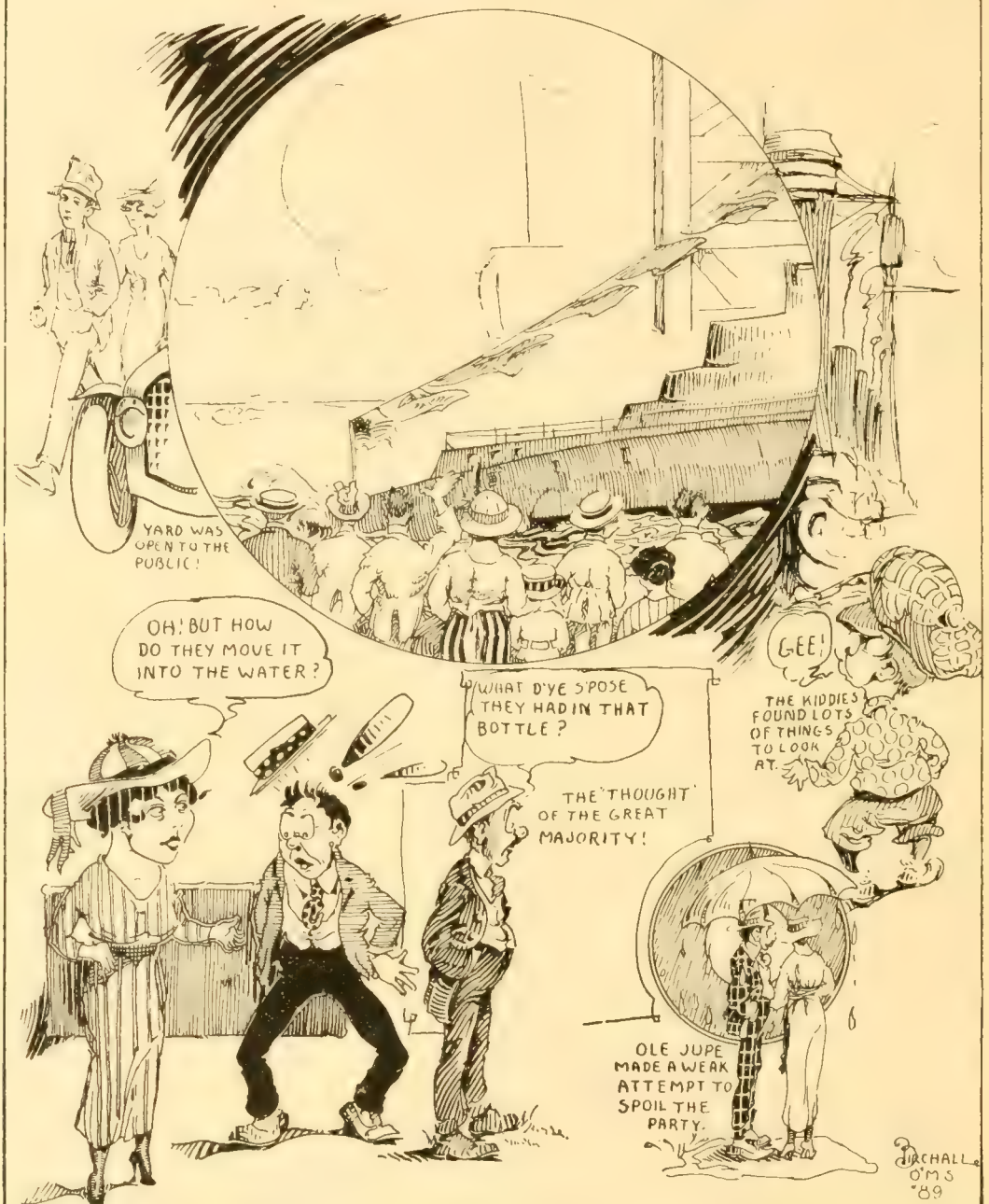
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"I SAW IT IN THE LIFE BUOY"

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Portsmouth, N. H.

"I SAW IT IN THE LIFE BUOY"

BUILDING 80

Ned is very much peeved to think that the beach season does not last longer, but the older boys of this shop think it the best thing for him.

Percy is spending the largest part of his money on the P. D. & Y. railroad, going to Dover meeting the cars from Rochester.

Paul Cournoyer was seen ushering his mother around York Beach but one of the boys say it was his fiancée.

Has anyone seen Hungry. Was last seen walking with a fair young dame in Kittery on the night of Aug. 11, 1919. He was minus a hat and the men folks in Pray's gallery are worrying thinking some foul play has happened.

Robinson was a little peeved when he found out that his eggs were boiled, but to make matters worse, someone was kind enough to deprive him of his apples.

The topic for Monday in Bldg. 80:

Why are so many young men minus from their work on this particular day?

Alfred says all men folks going to Hampton Beach this season should wear the highest boots obtainable. We wonder why?

Cassie.

A week has flown
Since Cassie Jones
Left Building 80.
Her merry laugh
And kindly chaff,
Her smiles quick play,
And her songs so gay.
Are missed by all.

PAINT SHOP.

Just one hundred men are on our rolls. Fifty years ago fifteen was considered quite a crowd. If the oxen delivered a thousand lbs. of white lead to the shop all hands would hold a jubilee.

Strickland and Tolles collided recently. No harm done, it's all talk now.

It is urged that each employee join the Mutual Aid. At present three of our shop mates are drawing benefits from this Association. Call at the Shop office for further information.

Rye Beach Sam, our lettering artist, enjoyed a few days among the sea gulls. When he decided to return King Auto refused to work which accounts for his extra four hours.

We congratulate Walter on the arrival of a little Grogan to bless his fireside.

Sam would like to be the dancing queen at the Champernowne but his opposition flatly refuses.

John's blueberry business was greater than his profits. Next year he says nix.

SMITH SHOP.

Joe Corea doesn't have a tooth pulled out very often but when he does, look out.

This shop now has several Masters of the Brew.

We were very much pleased to see Hoyt and Tucker at work on the same day.

Sol Berry is stopping at the Red Wing Cottage, Hampton Beach, for the rest of the summer. We wonder why Frank's visits there have stopped.

The girls in the office think that Gould is all right when it comes to buying good candy.

Burns C. Willey, our Ladysmith, is selling Insurance as a side line.

Eli Pickering and Frank Armstrong are to go on the stage this winter. Their principal feature is to render a duet entitled, "The Old Grey Mare."

We hear that Hank Linscott has bought a new horse, and named him Speed. We all hope that he has better luck with this one than with the others he has had.

PATTERN SHOP.

We wonder when:

The P. M. from the Maple Sugar State is going to "Come Out of Mourning." White aprons are in vogue. Don't be a black-sheep. The man who is always carrying a crepe is called an undertaker.

Some of the boys are burning the midnight oil. "Mastery of Speech" is the latest study. Open forum meetings are being held every night on Chan's piazza.

The lights are burning quite late in Nick's house this week, but Mastery of Speech is not the reason, (his wife is away.) Possibly he is studying "Hoyle up to Date."

Epy Parks is still living up to his resolve, to refrain from all manual labor until Fall, but Chandler is doing a pretty good job without him.

Nick's root-beer had a kick alright, but it was not the kind the boys expected.

Nick says he thinks that with some of his old time form he can put it all over the outside patternmakers in their ball game on the 23d.

We wonder why Peaslee goes down home Saturday on the train, when he has such a nice car.

What will be the pattern of the bathing suit next year? One of our crew from the Pine Tree State is spending a great deal of time at the sea shore for some new ideas.

Why the early morning rides taken by one of our patternmakers? Is he "just trying the engine" or getting morning exercise?

A Good Meal for 35c

Mr. Navy Yard Workman, you can get good meals at
the above price at

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Mr. Spivey, the Chef, is one of the most experienced cooks in this part of the country, and will guarantee that if you try one of his meals you will be well satisfied. Try us once.

COME IN AND SEE US. CLEAN ROOMS AND GOOD FOOD.

SUGRUE'S HOTEL ENTRANCE TO NAVY YARD **KITTERY, MAINE**
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INDUSTRIAL DEPARTMENT

LIFE BUOY



**NAVY YARD
PORTSMOUTH, N.H.**

OCTOBER, 1919

INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
Portsmouth Navy Yard, Portsmouth, N. H.

VOL. II

OCTOBER, 1919

NO. 8

MORE ANONYMOUS LETTERS.

It has been previously pointed out that ordinarily no attention will be paid to anonymous communications. They are almost always found to be untrue or based on misunderstanding or malice or spite, and that is why the author is unwilling to sign his name. If a man is unwilling to come out in the open with his complaints or charges and let his name be known, his communication is not ordinarily worth any consideration.

It should be well known to all that any just complaints or charges will be immediately taken up and corrected, and that constructive suggestions are gratefully received. If there is anything wrong anywhere on the Yard, the Management wishes to know of it as soon as possible, and no employee need hesitate to come out in the open with complaints or suggestions for improvement, which, in fact, are particularly desired by the Management.

No prejudice of any kind will be held against employees honestly making complaints or charges in the proper spirit, and no employee will be allowed to suffer thereby even if the complaints or charges are found to be incorrect and based on honest misunderstanding. Fair play to all and open dealing are what is desired.

The two following anonymous communications are illustrative of the points involved: "Dear Sir

I wish to enform you, of one of your employees now in furlough his name is—— works in the Boiler Shop he is now working for a contractor in Daniel Street. Is it against the rules of the Government that he should work in his vacation and putting other men out of a job please see to it.

Yours truly,

Citizen of Portsmouth."

In connection with the complaint made in the foregoing letter, this subject has been

before the Navy Department many times and the Department has given its position as being that it is in no way concerned as to what an employee does in his own time, provided, of course, that any such additional work that he may undertake does not interfere with his individual efficiency on the Navy Yard. In other words, if an employee is on leave of absence, either with or without pay, for a few weeks or a few days, or even a day or a part of a day, he has a perfect right to do outside jobs or work for anyone else during that time. It would not, however, be proper for an employee to work on the Yard, and then, after the hours of such work, to engage in outside work to such an extent that his individual efficiency for his work on the Yard would be lowered. Any reasonable amount of outside work outside of hours is permissible. A man's individual liberty of action is involved in this matter. If his services can be spared from the Yard and his absence is legitimate, there is nothing to prevent him doing outside jobs or working for someone else to any reasonable extent. However, any such work on a large scale and which would interfere with the legitimate business of others would, no doubt, be open to question.

"Mr. Adams

Dear Sir

It don't seem to me that it is right a just for married men with families to be layed off for six days every two or three weeks. Some of the single men and girl made need the work but none of them can need it as much as men with families. Married women who have husbands working on the Yard or in Portsmouth getting 35 to 40 dollars a week or women or men who own realestate and has money invested in stocks making big money are kept to work for what reason it would be hard to spell unless it is neeseery to keep so many in order to keep a lot of

leading men hanging around doing nothing. it would not look well to have the plain truth appear in print or to reach Washington. I shall not make any further statement at this time but I know many things that is rong with the works as well as Mr. Page."

The foregoing letter seems to ignore the matter of individual efficiency. The Navy and Civil Service Rules require that retention on the Yard be based solely on individual efficiency and fitness; but, other things being reasonably equal, the Management has consistently endeavored to take into consideration the personal element and give preference to employees with families to support or who are under burdensome financial obligations. When furloughs are necessary, these must be made in justice to all and each must take his turn. This matter has been looked into and no case of unjust discrimination has been found. If anybody knows of any such case the Manager would be pleased if he would come out in the open and present it.

The author of this letter seems to think that employees who, by their efficiency and industry, have accumulated more or less money, are not entitled to any consideration and that this fact should even work against them in regard to their retention on the Yard. As a matter of fact, it is usually found that such employees are the most efficient of all and that is why they have been able to accumulate the money, and that also is why they are retained on the Yard. The Yard cannot be made a home for the indolent or incompetent. It has got to be run on the basis of merit and efficiency and just reward for good service.

If, however, deserving cases are known to the Management, every possible effort will be made to give special consideration to them. All employees are encouraged to call attention to such cases. We want cooperation and fair play to all.

The author of this letter seems to hint of other things that are not quite right on the Yard. We know that the Navy Yard is not perfect—nothing under the sun is—and if he will be man enough to come out in the open and present his criticism or his charges, he will be given the fullest consideration and everything will be investigated in detail. It is almost invariably the case, however, that after full investigation charges of this kind are found to be based on misunderstanding or misinformation and with very little basis of fact.

L. S. ADAMS.
Captain C. C. U. S. N.,
Industrial Manager.

VICTORIES—ARE WON BY COURAGE, ENERGY, UNITY AND CONFIDENCE.

Hesitation and timidity are as fatal in commerce as in war. Prosperity and plenty to an extent such as even America has never dreamed. To enjoy them we have only to go steadily forward to meet them. If ever there was a time when rich rewards awaited the producer now is that time.

If there was ever a moment when it behooved all men engaged in productive commerce—laborer—capitalist—farmer—mechanic—banker—manufacturer—to join hands and move forward now is that moment.

"The shelves of the world are bare."

The world needs goods as it has not needed them in many, many years.

For four long years wealth has been destroyed at a rate such as history has never before recorded. And in addition many of the normal processes of production have been stopped in order that the greedy maw of war might be filled.

All the world is clamoring for food, shelter, clothing, machinery, ships, railways, capital and credit.

And we have all these things for sale. We can have them in still greater abundance if we work together in production.

Work together. Therein lies the magic of it all.

Move on. Keep step. Keep going. And pull your share of the load.

The man or concern that tries to "profit-
eer," whether in buying or selling, injures himself and every one else, whether the thing he buys or sells is food, labor, capital, ships, shoes, or sealing wax.

The formula for Prosperity for all is a fair deal for all, but remember, that so far as prices are concerned, we are in a new world. What was fair five years ago is not fair today.

Stop thinking of conditions as they were five years ago. Conditions have changed faster in the last five years than in any similar length of time in the history of the world.

Our supply of currency (gold and circulating credit) has increased faster than our supply of commodities. This has brought us to an entirely new and higher level of prices.

A general level of high prices is neither better nor worse than a general level of low prices. The only thing that is harmful is **violent**, general fluctuation of prices. The important thing is to maintain a general level. Gradual adjustments injure no one. **Violent** adjustments injure everyone.

You cannot escape the application of the law of supply and demand. You can, however, seriously interfere with the **sources** of supply and demand, or both, by erecting artificial or

sentimental obstruction.

Bear in mind that each of us is a seller as well as a buyer. Our interests are absolutely intertwined. We cannot have a high level of selling prices and a low level of buying prices.

Demand has no commercial effect unless it is accompanied by purchasing power.

Purchasing power depends upon earnings.

So long as labor and capital are fully employed in this country and their earning power is allowed full sway, there will be ample purchasing power for all we can produce.

The wise thing, the prosperous thing, the business-like thing for American business today is to "Carry On."

Keep going. Keep busy—Keep working, and work together.

LET'S GO!

SCHENECTADY WORKS NEWS.

CORRECTION.

In the article about Mr. Gilker in the September issue of the "Life Buoy," in naming the quartermen and leadingmen under Mr. Gilker, it was stated that Mr. E. Johnson was in charge of pipe covering. It should have read, "Mr. E. Johnson, leadingman inside, in charge of the rigging loft and Mr. C. Goodwin, leadingman in charge of pipe covering.

ARE YOU GOING UP OR DOWN?

There is no such thing as standing still. We are either going up the ladder or going down. In which class are you? The man who has not the courage to ask himself this question and to seek a correct answer, is on dangerous ground. It is better to know the truth, even though it is against you, than to remain in a rut until it is too late to get out.

It is not necessary to be a genius to be going the right way of the road. Patience, diligence, perseverance, regularity and economy of time will always win. These are qualities which all can possess, and the acquiring of them is a small price to pay for success.

GAGE E. TARBELL.

—Schenectady Works News.

THE KEYSTONE.

There is a structure which every institution builds for itself. It is called character, and every act is a stone in this structure. An institution, in order to have a good character, must think honestly, act honestly, breathe honesty. The people soon determine between the genuine and the counterfeit. They know the ring of the true metal and the base.

L. M. JONES.

—Schenectady Works News.



REAR ADMIRAL C. J. BOUSH, U. S. N.,
DETACHED FROM ACTIVE DUTY.

At two o'clock in the afternoon of the 16th of October, 1919, Rear Admiral Clifford J. Boush, U. S. N., (Ret.) hauled down his flag as Commandant of the Portsmouth Navy Yard. Admiral Boush has been in command of the Portsmouth Navy Yard since September 12, 1919, having been called back into service although previously retired.

The officers of the Yard as well as the foremen and the heads of various departments assembled in the Commandant's office shortly before two o'clock. The Commandant made a short speech, expressing his appreciation of the work done by the officers and employees, and also the loyal assistance given to him during his tenure of office, by each and every officer and employee of the Yard. He expressed his regret upon having to leave the Yard.

Captain H. L. Wyman, U. S. N., Acting Industrial Manager, replied briefly to the Commandant voicing the sentiments of every one as to the most excellent Commandant Admiral Boush had been. He expressed his pleasure and likewise voiced the sentiments of everyone else in having served under such an able officer as the Commandant. He expressed himself to the end that he felt confident that no happier Yard existed anywhere. The officers later personally expressed their regret in having to lose such an able Commandant.

Promptly upon the completion of the salute of thirteen guns and accompanied by music by the Marine Band, while the Marine guard presented arms, the Commandant's flag was lowered and Commander J. H. Sypher, U. S. N., took charge of the Yard. The orders detaching the Commandant were read by Commander Sypher, U. S. N., who has been Aid to the Commandant.

THE RESIDENCE OF THE COMMANDANT AT THE PORTSMOUTH NAVY YARD.

The subject of our cover cut for this month is one of the oldest, if not the oldest buildings on the Portsmouth Navy Yard. No doubt the dwelling-house mentioned in Preble's history as follows: "William Fernald, Sr., in his will, dated June 15, 1724, approved September 2, 1728, bequeaths unto his eldest son, William, the island whereon I formerly dwelt commonly called and known by the name of Lay Claim Island, with the dwelling house and all outhousing, gardens, orchardes, etc.," is the one which was later remodelled for the Commandant's residence.

On January 1st, 1814, in the list of buildings given in Fentress's History of the Portsmouth Navy Yard, is a "dwelling house". At the head of the list is dwelling house, with the parenthesis "originally built" after it. In the same history under the year 1815, when Captain Isaac Hull was relieved by Captain Thomas Macdonough, the house is again mentioned as follows: "The house which had been fitted for the Commandant from the old dwelling originally on the island, was remodelled and rebuilt, and the grounds were also enclosed."

The historical associations of this building are very wide spread, as many of the famous men of any era have been entertained there. Admiral Farragut, on a visit to Admiral Pennock then Commandant of the Yard, died Aug. 14, 1870, in this house. In 1884 Lt. Greeley on the return from his Arctic expedition was entertained here by the Commandant of the Yard before taking up his residence in the house on what was then Seavey's Island, now known as the Greeley Cottage. Among other notables entertained here are Admiral Dewey, Ex-President Taft and other men of prominence in public life who have visited this vicinity.

TRUTH ADAPTED.

Happy the man who loves his work,

And loves his work alone;

For many a man loves another man's job

When he ought to be loving his own

KODAK PARK BULLETIN.



H. F. WINDRICH.

The many friends of Mr. H. F. Windrich were grieved to hear of his sudden death due to apoplexy, on October 13, while he was returning from a day spent in the woods near the Rangeley Lakes.

Mr. Windrich was first employed on the Yard as a machinist on May 26, 1898. On the 3rd of June, 1909, he was promoted to a leadingman machinist. This rating he held until the 6th of August, 1919, when he was appointed as planner and estimator.

Previous to coming to the Yard Mr. Windrich was engaged as an erecting engineer and for a number of years was engaged in setting up mining machinery in Mexico.

He was popular among his associates and especially so among his townspeople in Kittery, Maine. Besides belonging to many fraternal orders he was deeply interested in civic affairs. He organized the Voluntary Fire Department of Kittery, Maine and ever since its inception has been Chief Engineer.

MARKS OF A WEAK AND STRONG MIND.

No two things differ more than hurry and dispatch. Hurry is the mark of a weak mind, dispatch of a strong one. A weak man in office, like a squirrel in a cage, is laboring eternally but to no purpose; in constant motion without getting on; talks a great deal but says very little; has a hundred irons in the fire, but very few of them hot, and with these he burns his fingers.

COLTEN.

Schenectady Works News.



LAYING THE KEEL OF THE SUBMARINE S-10

On Thursday, September 11, 1919, at eleven o'clock, the keel of the Submarine S-10 was laid in the new Ship Ways. The riveting gang in charge of the driving of the first rivet was as follows: riveters, Commander J. H. Sypher, U. S. N.; Lt. Comdr. P. T. Wright, U. S. N.; holder-on, Lieut. S. Floathe, C. C. U. S. N.; rivet passer, John Minniter; rivet heater,

L. F. Conway.

The naval band furnished music for the occasion and many of the officers and their families were present. The Submarine S-10 is of the same type as the Submarine S-4. The keel of the Submarine S-10 was laid on the same ways from which the S-4 was launched on August 27, 1919.

TELL HIM SO.

When an employee does a thing unusually well, takes unusual pains with it, tell him so. It will stimulate him to do it even better next time.

When you see any one trying to do his best, who, perhaps, has no one to encourage him, give him a little lift, tell him so. It will not hurt you, and may do him a great deal of good.

Form the habit of encouraging people when they do well. Give them a lift when they are down. It costs you only a little effort and it may make a vast difference to those you encourage.

ORISON SWETT MARDEN.
Schenectady Works News.

WHY HE IS A MIRACLE OF GENIUS.

Yes, he is a miracle of genius, because he is a miracle of labor; because, instead of trusting to the resources of his own single mind, he has ransacked a thousand minds; because he makes use of the accumulated wisdom of ages, and takes as his point of departure the very last line and boundary to which science has advanced; because it has ever been the object of his life to assist every intellectual gift of Nature, however, munificent and however splendid, with every resource that art could suggest and every attention that diligence could bestow.

SIDNEY SMITH,
—Schenectady Works News.

BOILER SHOP





**THOMAS J. GAMESTER, FOREMAN
BOILERMAKER.**

Mr. Gamester was born in New Haven, Conn., 1882. He graduated from the grammar school in New Haven. Mr. Gamester served an apprenticeship of four years in the New Haven Railroad shops. After some experience in this work Mr. Gamester went to the Boston Navy Yard as Boilermaker. He advanced to layer out and then to Leadingman Boilermaker. He took the competitive examination for Master Boilermaker of this Yard eleven years ago and was appointed in October 1908.

Mr. Gamester has charge of care and inspection of all boilers on the Yard and the care and inspection of boilers on ships assigned to this Yard for repairs. Many of the heavy plates are bent in the Boiler Shop. The heavy tanks and some of the smoke stacks are built and repaired under Mr. Gamester's direction.

The supervisory force under Mr. Gamester are Leadingman W. R. Ryan and J. R. Gamester.

Mr. Gamester is married and has five sons.

SENIOR COST ACCOUNTANT

H. C. Twombly, Chief Clerk in the Accounting Office, has been appointed a Senior Cost Accountant with duty as Expert Aide to Accounting Officer at this Yard. The appointment was the result of an examination and the establishment of the specific position here. Mr. Twombly's general duties in his new position will be in connection with betterment work in industrial and supply accounting, especially in the matter of increased service to the operating departments and interpretations of accounting data in order that more extensive practical use will be made, in man-

agement, of the statistics assembled by the accounting system.

Accounting departments at Navy Yards as now organized keep the pay accounts of all employees; furnish detailed costs of all work, distributing the overhead charges to the work; keep complete inventory accounts of all navy property, figuring the depreciation on same which is added to the over-head; include in the expense all pay and allowances of officers, on industrial duty, so that all overhead is compiled and included in the expense. The Navy Yard accounting system furnishes all the data that the accounting system of any large industrial corporation provides, and in addition keeps all charges incurred for any purpose separate under appropriations made by Congress. The industrial accounting system of the Navy was established in 1910 when cost accounting was a new science in this country. Recently all accounting for the purchase and issue of navy materials was transferred from the Supply to the Accounting Departments, so that supply accounting is now under accounting officers, as well as Industrial accounting.

The appointment of Mr. Twombly is one of the first to be made by the Navy Department under the new policy, and is a recognition of the ability he has demonstrated in accounting work, particularly during the war when the great increase of work at this Yard necessitated considerable expansion in the accounting personnel, and changes and modifications in systems to meet the emergency. Mr. Twombly has for some time been recognized as one of the experts of the Navy in this line of work. He has had nineteen years' experience in supply and industrial accounting at this Navy Yard, and served as Chief Clerk of the Accounting Division of the Industrial Department from June, 1918, until his recent appointment as Senior Cost Accountant.

SUCCESS.

That thing which most men call success is the result of sacrifice. Prodigality and the needless gratification of pleasurable desires weaken the will and render the making of success impossible. Men who win have been wedded to their avocation and have never given the latter grounds for divorce.

The successful man in a legitimate calling is a great man, so give him credit, it is his just due. He has fought a good fight, shown strength of will and strength of mind and has practiced rigid rules of self-abnegation. The successful man builds not only for himself, but for others as well. To censure a successful man without cause is to confess one's own weakness and failure.



PATTERN SHOP.



FOREMAN OF THE PATTERN SHOP.

Mr. John D. Medcalf the Foreman of the Pattern Shop was born in Brooklyn, N. Y. He moved to Kittery, Maine, during the fall of 1866 and two years later reported and went to work as apprentice joiner in the C. & R. Department of the Portsmouth Navy Yard. Mr. Medcalf completed his apprenticeship April 8th, 1874. In 1878 he left the Yard later returning as a second-class joiner under Foreman S. H. Pilsbury. In 1881 he left the Yard and went to work with the Portsmouth Machine Company going from there to accept a position with the South Boston Machine Company of South Boston, Mass. Early in 1895 Mr. Medcalf returned to the Yard and worked five years as first-class patternmaker. After the death of Foreman Pilsbury he took examination for the position of Quartermaster Pattern Maker in charge. Receiving the appointment in 1905 Mr. Medcalf was promoted Foreman Pattern Maker in 1916.

Mr. Medcalf comes from a family of musicians and his chief hobby is music. He is a talented violin and cornet player and has been a leader in various musical organizations.

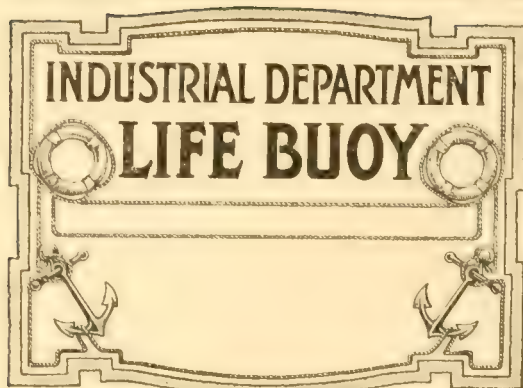
AERIAL NAVIGATION.

The recent performances of aerial navigators in crossing the Atlantic Ocean have brought the question of using aircraft commercially out of the province of the dreamer, and have forced the practical business man to give it serious consideration. Many persons are inclined to look with skepticism upon any proposition involving the use of airships as a means of transportation in time of peace, and the general public, remembering the numerous accidents that have been recorded in our newspapers during the past few years, is inclined to doubt the practicability of this mode of travel.

It is quite possible that the doubters are right, yet it is not altogether fair to judge what may be accomplished in aerial navigation by the performances of aircraft in the past, not only because the conditions existing during the war were far from normal, but also because the art is wholly new, and involves difficulties that are only now coming to be fully understood. When the United States started to develop its air service the number of men familiar with this form of navigation was exceedingly limited. In August, 1914, the entire technically trained personnel of the air service of the United States Army consisted of but five men. The need for a large air force was realized, however, and extraordinary efforts were made to produce the machines necessary, and to train men to handle them efficiently. In connection with war service speed and immediate availability on the battlefield were of paramount importance, and in attempting to secure them it was necessary to sacrifice or minimize many other things, that might be even more important in time of peace. Pilots were frequently sent out with insufficient training, and the machines that were used were often far from satisfactory and anything but ideally safe. Under the discouraging and abnormal conditions that prevailed, numerous accidents were inevitable, and yet the records were not so bad as one might believe them to be.

During the early days of practical aviation (namely, from 1908 to 1913), sixty per cent. of the casualties were due to collapse on account of faulty construction. In the years 1913 to 1919, fatalities from this source were reduced to two per cent. Other accidents during this latter period are classified as follows: Forty per cent. were due to entering tail-spins when too close to the ground; 25 per cent. were due to lack of judgment in landing; 10 per cent. were due to forced landings in undesirable places, on account of engine trouble; 2 per cent. were due to fire; 2 per cent. were due to collapse of the machine; and 22 per cent. were due to lack of skill on the part of pilots still in training. The largest single item in this list, it will be noted, relates to the spectacular and dangerous maneuver known as the "tail-spin", the execution of which was often important in connection with warfare, but which would have no place in commercial flying. Moreover, the foregoing figures include the period during which the United States was rushing its air program, and when it was impossible to take the necessary time for thoroughly training its aircraft operators. But even so, statistics show only one fatality for every 2,919 hours of

(Continued on page 20)



Editor-in-chief R. W. Ryden
 Editor..... J. R. Hugelman
 Associate Editor H. L. Hartford
 Associate Editor and
 Business Manager..... M. O. Richards

THE MUTUAL AID ASSOCIATION.

The attention of all Navy Yard employees is called to the work this Association is doing in helping to relieve discomfort and financial loss caused by illness. The Association is paying out substantial sums each week to its members who are sick, and when illness puts you out of commission, eight dollars per week comes in mighty handy.

There is absolutely no reason why every person employed in this Yard should not be a member of the Association. The cost of ten cents per week is such a nominal one that every one can afford to buy this protection, as the cost is small and the protection is large, in proportion to the cost.

Anything you do not understand about the Mutual Aid Association, ask your shop director about it. He has all the information and can tell you anything you want to know. Each shop has a director who is your representative at the monthly meetings of the Association, where problems in connection with the management are taken care of. All directors are required to attend these monthly meetings and if unable to do so, should request another member of the shop to act as their proxy at the meetings.

The success of this Association has met the expectations of its founders, but there is no reason why we should not keep on getting new members as long as anyone working at this Yard is not a member of the Association. Members get busy, go out and talk to these people and get them to join.

This Association is being conducted for the welfare of the employees of this Navy Yard,

and its officers are doing the best they can to see that the interests of its members are well taken care of, and in return request the members to freely co-operate with us to make the Association as strong as we possibly can. The Association has not had a death among its members until recently and the first death benefit of fifty dollars was paid within two days of the deceased member's death to his widow.

See to it that your dues are paid up to date, for after two weeks in arrears, benefits can not be paid for the time in which you are in arrears. All members are requested to give this serious consideration for according to the by-laws no benefits can be paid if a member is not in good standing.

A. L. CASE, President.

GENERAL METHODS OF PREVENTION FOR "THE FLU."

"An ounce of prevention is worth a pound of cure."

Keep up the general health by adequate rest and sleep.

Avoidance of alcohol and other poisons.

Exercise and fresh air.

Simple but nourishing diet.

Cold bathing, sponging or spraying of neck and chest and spine to increase resistance to chill and drafts.

Avoidance of prolonged exposure to chill and wet, especially when fatigued.

Prompt attention to first signs of cold, chills, fever, nose and throat symptoms.

Keep the hands away from the nose and mouth; avoid picking or rubbing the nose. Use a mild menthol oil spray in the nose before going out or mingling in crowds.

Cleanse the nostrils at night with a salt solution, one teaspoonful to a pint of water. (Do not douche the nasal cavity, but lightly spray the entrance to the nasal cavity with the salt solution properly warmed, in an atomizer, then gently blow each nostril separately while closing the other one.) Never compress both nostrils at once when blowing as is commonly done, as this may cause infection of the middle ear.

At first signs of cold, take a hot foot bath. a brisk purge, go to bed and send for a physician. Do not make up your mind that you have influenza until he tells you so, then obey orders.

Keep out of crowds.

Catch your sneeze in a handkerchief if you must sneeze.

Avoid the sneezer.

Salute instead of shaking hands.

Now is the time before severe weather comes to get in trim and be fit to fight the

flu. If you can control affairs in your kitchen, have all eating utensils boiled.

Be physically examined now and put yourself in prime condition.

Do not fear the flu but fight it.

Only the physically fit can fight well.

Suppose the influenza doesn't come? Well, all these measures will protect you from a lot of winter ills that are sure to come to the unprepared. If an epidemic of influenza doesn't come, it will be a huge piece of luck. You cannot afford to trust to luck when life is at stake.

By the way, vaccination against ordinary pneumonia is quite effective but should not be confused with vaccination against the flu or the pneumonia of flu, which is quite a different matter.

SCHENECTADY WORKS NEWS.

LOYALTY.

Loyalty is that quality which prompts a person to be true to the thing he undertakes. It means definite direction, fixity of purpose, ballast, and works for health and success.

Nature helps the loyal man. If you are careless, slipshod, indifferent, nature assumes that you wish to be a nobody and grants your desire.

Success hinges on loyalty. Be true to your art, your business, your employer, your "house."

Loyalty is for the one who is loyal. It is a quality woven through the very fabric of one's being, and never a thing apart. Loyalty makes the thing to which you are loyal yours. Disloyalty removes it from you. Whether anyone knows of our disloyalty is really of little moment, wither one way or the other. The real point is how does it affect ourselves?

Work is for the worker. Love is for the lover. Art is for the artist.

The menial is a man who is disloyal to his work.

All useful service is raised to the plane of art when love-for-the-task loyalty is fused with the effort.

No man ever succeeded in business, or can, who "wears the dial off the clock." Such a one may not be disloyal—he may be merely unloyal; but he is always ripe for a lay-off and always imagines some one has it for him.

And he is right; everybody and everything, including Fate and Destiny, Clio and Nemesis, has it in for him. The only man who goes unscathed is the one who is loyal to himself by being loyal to others.

Loyalty is the great lubricant in life. It saves the wear and tear of making daily decisions as to what is best to do. It preserves balance and makes results cumulative. The

man who is loyal to his work is not wrung perplexed by doubts—he sticks to the ship, and if the ship founders he goes down a hero with colors flying at the masthead and band playing.

The hospitals, jails, and asylums and sanitariums are full of disloyal people—folks who have been disloyal to friends, society, business, work. Stick! and if you quit, quit to tackle a harder job. God is on the side of the loyal.

ELBERT HUBBARD,

Schenectady Work News, August '19.

JOHN W. PERKINS.

Among the employes of the Navy Yard who have long continuous service to their credit, mention should be made of John W. Perkins of the division of Supplies and Accounts.

Mr. Perkins has a record of over forty years of continuous service without a break, other than regular leave of absence except a short period of ten days on account of illness.

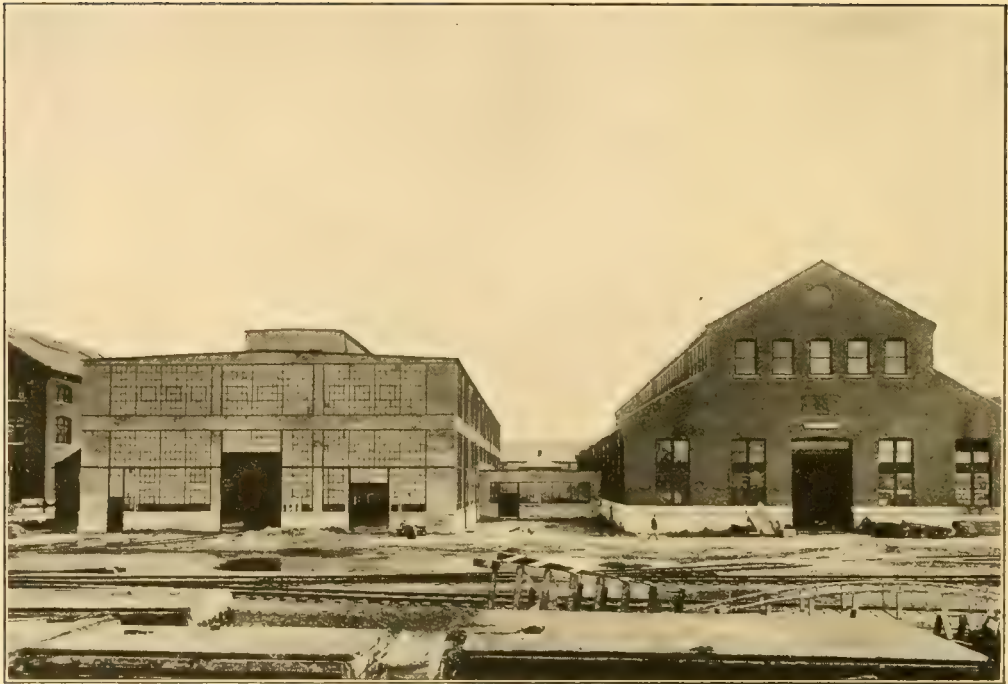
Mr. Perkins first entered the employ of Uncle Sam as a messenger at 1.25 per day, under Col. Mark F. Wentworth, Storekeeper for Yards and Docks. He was afterwards in the Laborers' gang under Foreman John Dennett, and Thomas Staples, and was detailed to the joiners' shop under Foreman James Brooks.

After an interim of private employment as teamster for Charles Bartlett and Charles Cottle, he returned to the Yard August 8, 1879, in the Ordnance Department, under Commander Robert F. Bradford, Ordnance Officer, and from that time on his service has been continuous, covering a period of over forty years.

From the Ordnance Department he was later transferred to the Naval Store, in which position he has remained ever since. Beginning with Paymaster Mudd, he has worked under a succession of Paymasters in charge of the Division with fidelity and credit, until very lately, August 26, to be exact, he was obliged to lay off on account of illness.

During all these years Mr. Perkins has been a respected citizen of Kittery, filling at divers and sundry times the offices of constable, deputy sheriff, and agent for the Society for the Prevention of Cruelty to Animals.

His many friends on the Yard and in town wish him a speedy recovery of his health and an early resumption of the duties he has so long and faithfully performed in the Government employ.



THE NEW MACHINE SHOP BUILDING.

The new addition to the Machine Shop building which cost approximately \$145,000 is rapidly nearing completion. The main Building is 252 ft. 3 $\frac{3}{4}$ in. by 89 ft. 7 $\frac{1}{2}$ in., the height from the floor to the main roof is 42 ft., and the height from the floor to the monitor roof is 53 ft. The annex is 88 ft. 7 $\frac{1}{2}$ in. long and 39 ft. 0 in. wide. The height from the floor to the roof being 15 ft.

The buildings are of steel frame with steel sash and glass. The window area comprises approximately 90% of the side and end walls, the remainder being 10 ft. concrete to the sills and 4 in. hollow tile finished over with cement plaster. The floor consists of a base of 5 inches of concrete on which is laid in cement 3 $\frac{1}{2}$ in. wood block finished floor. The roof is of a regular tar and gravel type with five ply tarred felt.

The main building is divided longitudinally in two bays, one being 37 ft. 8 in. center to center of wall and center line of columns, the other being 50 ft. 4 in. center to center of wall and center of columns. The small bay contains a 15 ton overhead traveling crane and the largest bay contains a 35 ton crane, both installed by the Cleveland Crane Company.

In the connecting annex is to be found modern type toilet and locker rooms, store

rooms, and a wide passage way connecting the new building to the old building.

Excellent ventilation may be obtained in that the entire monitor sashes and about 50% of the side and end wall sashes are pivoted.

The heating installed is direct radiation by wall radiators which are fed from the Power Plant and supplemented by a Plenum Fan system, which consists of a heater stack connecting into a blower fan which draws the heated air from the stack and distributes it throughout the shop through suitable air ducts.

Careful attention was also given in the design of the building to the question of providing efficient artificial light as well as suitable connections for power. The lights are suspended from the ceiling and all the wiring is in metal conduits. Numerous outlets for portable leads and electric conduits allow the wires to run direct to each machine.

The floor areas obtained for these new additions are as follows:

Floor area of main building, .. 22,680 sq. ft.
Floor area of connecting annex, 3,520 sq. ft.
Total new floor area, 26,200 sq. ft.

The total floor area of the building No. 80 and including the new buildings is 68,850 sq. ft.

THE POWER PLANT EXPANDS.

Due to the large number of changes that have taken place in the Power Plant since 1916, it is thought that our readers would be interested knowing something about them.

Because of the greatly increased load thrown on the generators, air compressors and the heating system occasioned by increased orders given to the Yard for the manufacture of supplies as well as the large contract for the building of twelve submarines, it was necessary that the Power Plant be expanded to meet these conditions.

The small 225 kilo, buckeye engine which was located in the southwest corner of the Power Plant was relocated and a new air-compressor installed in its old location. The new compressor is an Ingersol Rand Turbo-Compressor of 5000 cu. ft. capacity, and with a speed of 5200 R. P. M. In connection with the compressor an after cooler was also installed as well as a surface condenser and a small centrifugal pump driven by a Curtis Steam Turbine.

The increased electrical load was taken care of by a Turbo-generator which was bought of the General Electric Company and installed during the summer of 1918. This generator develops 1000 kilo, and is speeded to 720 R. P. M. It is driven by a Curtis steam turbine making 3650 R. P. M. The speed between the turbine and the generator is reduced by herringbone reducing gears similar to those used on turbine driven ships. In addition to the generator a surface condenser occluder and a small centrifugal pump were purchased the same as went with the condenser or the compressor.

In order to take care of the increased heating required two new 5000 G. P. M. centrifugal pumps were purchased. These are Hill pumps and are driven by Waitt 2-nozzle pipe H-4 H Turbines.

A new intake tunnel was contracted for and a new suction well built to insure a good supply water for use in the condensers and after coolers.

An addition to the Power Plant was built over the suction well so as to house this new pumping equipment as well as circulating pumps. The second floor of this addition will be used for the fire alarm system and for an office for the Master Mechanic.

It is needless to say because of these changes that a great many new sizes of pipes had to be laid and this work was let out to the Carroll Electric Company.

The new turbines are all installed at an elevation of approximately 10 ft. above the ground floor of the Plant and in connection with the same, an operating gallery was built of steel, on which is also mounted the new switch board.

The General Electric Company was given the contract to furnish the new panels as well as to rewire the machines and move the switch board from the first floor to the operating gallery. The employees of the General Electric Company have now been on the Yard for over a year engaged in the work that they contracted for.

In the summer of 1918 plans were made to replace the No. 2 power unit with a turbo-generator similar to the one that was being installed. This is to be delivered in August 1919, and erected on the site of the engine that failed recently.

Congress has recently passed a bill with an allotment for \$65,000 for improvements in the boiler room where new boilers, stokers, coal and ash handling equipment are sorely needed for economical operation.

The total of the various contracts let amount to somewhat over \$450,000.



This is a picture of Wallace E. Dixon of Eliot, Maine, with his New Guinea butter bean. The New Guinea butter bean has a gourd-like shape with an internal structure a good deal like that of a cucumber. They grow much larger in California, being from five to six feet long and weighing from fifteen to twenty pounds. Of five people who sent for seed to J. P. Luddy at Columbia, California, Mr. Dixon raised the only successful fruit. The specimen he is holding in his hands is twenty-eight inches long and weighs seven and one-half pounds. When fried like an egg plant the slices of the New Guinea bean taste like the cucumber eaten without salt.



SMELTING PLANT.



MR. GEORGE M. JOHNSON.

Mr. George M. Johnson, Quartermaster molder in charge of the Smelting Plant, was born the 6th of October, 1885, in Kittery, Maine. He attended the public schools of Kittery and in March, 1902, he came to the Navy Yard as an apprentice molder, completing his apprenticeship in 1906. In 1908, Mr. Johnson spent two months at the Biddeford Iron Works and a short while after his return to the Yard Foundry was rated as first class mechanic. He acted as leadingman in the Foundry for two years, from 1914 to 1916. In 1916 he was appointed Leadingman in charge of the Smelting Plant, and Quartermaster in charge in December, 1916.

Mr. Johnson has Mr. C. R. Reardon as leadingman under him. Under Mr. Johnson's supervision in the Smelting Plant all the non-iron-containing metals are melted, purified and worked up into ingots to be shipped to the various Navy Yards for Foundry use. The scrap thus handled comes from the various Yards on the Atlantic Coast and some from private plants, the West Coast Yards, and the Navy Yard at Cavite. The metals handled are copper, composition, brass, manganese, Tobin bronze, German silver, monel metal, aluminum, solder, babitt, lead and zinc.

Up to March, 1914, during two years co-operation the plant has turned out nearly eleven million pounds of ingot metal, and in January 1919, there were 830,000 pounds produced. When additional facilities are provided the expected output of the Plant for the coming year is seven million pounds of metal.

In handling this metal, the melting of which is largely done in crucibles, there has been established a remarkable record for heats per crucible, and as this is one of the

considerable items in Foundry costs it is considered well worthy of mention. All the old battery lead material unfit for other use is worked into fishing and sounding leads under Mr. Johnson's supervision. In addition to the two branches of metal reclamation mentioned above, Mr. Johnson also has supervision over a washing plant, where Foundry by-products, such as ashes and skimming are treated to effect a very considerable saving in metal. The material was formerly consigned to this Yard in care of the Supply Department but at this present writing Mr. Johnson's forces not only work the material but has complete charge of the same from scrap to finished ingot.

THE NEW SPAR SHOP.

The new Spar Shop, consisting of Bldg. No. 42 and a new wing extending at right angles to the present building, is rapidly nearing completion. The new wing is being built by contract and will cost when completed approximately \$65,000. The contractors are Hughes and Foulkrod Company of Philadelphia, Pa., and they are scheduled to complete the building by September 24, 1919.

The addition will be approximately 147 ft. long and 57 ft. wide and will be of two stories, the height of eaves being 27 ft. 4 in., and the height from the floor to the peak of the roof slightly over 40 ft. The structure will be of steel frame, the roof of slate and the walls will be of air-lock construction. The floors will be made of reinforced concrete finished with 1 5-16 in. edged grain hard pine.

In that approximately 3,000 sq. ft. of glass will be used in the walls, one can readily realize that the question of sufficient light has been given due consideration. The windows will be of steel sash.

As a matter of fire protection standpipes and an automatic sprinkler system will be installed. The interior doors will be of tin-clad fire proof construction.

The heating system to be installed will be direct radiation steam heat.

When this addition is completed and the old building slightly refitted the equipment now used in Bldg. No. 45 will be moved over to the new shop and a long felt want will be realized, as the old Spar Shop has by far outgrown its present size. The vacated section of Bldg. No. 45 will be used as an extension for the present Foundry, which likewise has been in a much congested condition.



AN INJURY PREVENTED
IS A BENEFACTION
AN INJURY COMPENSATED
—o AN APOLOGY—

TRANSPORTATION



JOHN H. ROSE, YARDMASTER.

Mr. Rose was born in Portsmouth, N. H. January 22, 1859 and attended the grammar schools of Portsmouth. He served an apprenticeship as machinist on the old Eastern Railroad, now a part of the Boston and Maine system and remained there twenty-five years. For fifteen years he served as Foreman of the wrecking train.

Mr. Rose was called on the Yard as machinist in 1900 and put in charge of the railroad in 1903. On January 1, 1917, he was made Yardmaster. As Yardmaster Mr. Rose has charge of all teams, motor trucks, traveling cranes and all material moved on the railroad. He is also responsible for the maintenance of all trackage in the Yard.

The supervisory force under Mr. Rose consists of quartermen F. Brooks, Leadingmen L. Tetherly, in charge of motor trucks, and R. Tate, in charge of repair work in the garage.

Base ball is Mr. Rose's hobby and he is one of the keenest fans of the Yard.

SHOP NOTES.

SHEET METAL SHOP.

More or less changes have taken place in our supervisory force. Those who are not sick or taking a much needed rest, or a long vacation, are resigning.

Sanbornville, the well known health resort, the gateway of New Hampshire seems to have a magnetic attraction for the men from this shop. It is thought that the soothing influence of the pine needles has something to do with it. It is also easy to get in touch with the outside world by the use of the telephone.

We are all sorry to lose one of our popular leadingmen. We wish Mr. Lawson success in his new venture.

Our storekeeper is in Des Moines looking at thoroughbred hogs.

Our well known Mr. Brown has just reached another milestone in life's journey.

We all extend our sympathies to Mr. Barrett.

Our former clerk, Miss Mary Cody, is now worshipping at the shrine of Hymen.

Now then—we wonder why Catherine is interested in geography these days. Is Milwaukee in Ohio or Illinois?

We Wonder:

When the boys will cut the game short and take more time coming up stairs.

Why the girls in the office were so strong for the Yard Baseball Team. Did he play third base?

Why the Assistant Timekeeper is so blue these days.

Why Guy has leave so often.

Who donated that stick of candy to the Timekeeper. They blamed it on Billy.

Why our genial Foreman insists on taking rainy days for his vacation.

And why disturb the hydrant?

Why after having such a late breakfast, Charlie wanted the rest of the day off.

Are there any Robbins on the Mohawk Trail?

We all unite in giving three cheers for our popular third baseman, "Spike."

SPAR SHOP.

Marriages here are as catching as the "Flue"—first Edith from the Shop store, and Rew, Lawrence and fair Isabel, our Fannie and her George from the "PITTSBURG," and now after several months secrecy comes the news of the marriage of Edna and Russell.

We think that Gladys is going to beat Hazel to it, unless she takes a trip to Worcester before Gladys meets Herbert in Washington.

Everybody is talking gunning and in two weeks they will be off. We wonder what Mr. Jensen intends to do with two quarts of vinegar and five pounds of salt—perhaps he has a new method of catching deer. Something like catching birds.

We are going to ask the Navy Yard officials to charter a special ferry to bring Helen to work on time—these hasty lunches and working noon hours are ruining her disposition.

A certain party of this institution certainly knows how to go fishing. For instance, to insure himself of a good catch on Mondays he has some one catch them for him on Sundays. Nevertheless he got the fish anyway.

Things may seem quiet and dead around here but Oh Boy! You should be at Newport.

FOUNDRY.

"Dickey" Mullaney, our dry sand molder, and, by the way, a former resident of the Berkshires, is now the molder's representative to the Metal Trades Council. Some night the council is due for a long talk on the beauties of Western Massachusetts.

Neighbors say that Francis L. Hatch has made several offers on the Shattuck "Mercer." Frank, how about a ride in the new chariot?

Tom McKenna has December 1st written in red ink on the calendar. That is the day New Hampshire pays the additional seventy dollars bonus. Where this time, Tom? Nothing doing at Haverhill.

We hear Kearney, the Foundry. "perfect man" would like to get on the Police force. Where, Jim, Kittery?

Just why Strong refused to be photographed with the Foundry force is not yet known. The price was only sixty cents, John.

We understand, Amee that her father doesn't think much of the Kittery boys.

The say M. H. is some fence walker. Free-mont is some place for aerial stunts.

Get your change ready, Mike, another collection soon.

Michael T. Devine, our dancing coremaker, is now a real estate owner in Dover. All the boys wish you the best of success, Mike.

Digging potatoes must have some kick to it by looks of one of the office force one Monday morning lately.

Lawless is trying hard to find out who the party was that serenaded him one Sunday night lately.

Alfred Poilait of Rochester, is now an authority on the mixture known as the "Setting Hen." Alfred is said to have been very popular during the week of the Rochester Fair.

We hear George is thinking of a mountain trip. Why the tow line? Better get a new automobile.

SHOP K.

Those Saturday afternoons all the year haven't materialized yet, but we have one so-lace, the Hospital Ship. Oh "wat" a bum joke!

I hate these "Melancholy Days" for now it keeps me busy on frosty mornings and wet nights to try and start my "Lizzie." I crank and sweat and swear perhaps a lot more than I'd oughtter. And then I give it up and get a pailfull of hot water. How is that for poetry, Pete? You should appreciate it I am sure.

Several of our gang saw the "Diving Girls" at Brockton Fair. Don't know if they were the only attractions there but that's all they talked about anyway.

"Oh Joy" better memorize your check number.

Don't put Vapor on the platform to work. He might evaporate in the sun.

The platform is "swept by Ocean Breezes" but they surely do a bum job.

We fear that dandelion greens will be scarce in Kittery next spring, owing to the discovery by one of our gang that dandelion wine has a great kick to it. Don't forget to put in the orange peel, toasted bread and all other ingredients, John.

Quite a few men in this gang have bought houses and farms since the Bone Dry law went into effect. What's the answer?

Jim, have you heard from the boy?

Everything is so quiet now in the vicinity of Punch 5 and Drill press 2, it doesn't seem natural, but when both Bills get back there'll be a different story to tell.

We understand Mr. Cheney, who resigned his position in this Department a short time ago, has accepted a position as manager of a large dairy and fruit farm in western New York. He takes with him the best wishes and so forth of all his fellow workmen.

The night shift in the shop has been discontinued after running for about twenty-two months, some of the men working on it the full period. Quite a record for stick-to-it-iveness.

MACHINE SHOP BLDG. 80.

If Hungry would stay in nights, he would not be falling down the gallery stairs.

Everyone is pleased to see Quartermen Jackson in our midst again after meeting with so terrible an accident. They can't keep a good man down.

Donald Blanchard Spearin is spending a few weeks in the mountains, taking a much needed (?) rest.

If Munday keeps taking on flesh in the next two months as he has in the last two it won't be fit for the public to have him running at large.

Abram's Champion Team met defeat at the hands of Goldsmith's all star team by the score of five to three.

Harry has gone on a ten days' vacation. We wonder if it will happen this time.

Since the closing of the beach season the boys in Gilkey's gallery can see wonderful improvements in Mr. Warburton.

Some of the boys from the shop are taking auto trips through the White Mountains and into Canada.

Wednesday, September 24th found Bldg. 80 well represented at Rochester Fair, with Ed-die and Dutch as ring leaders.

SEEN THRU THE PERISCOPE.

Lt. Comm. Doyle has been transferred from this yard to Quincy, Mass., and has been assigned to Submarine R-13.

Mr. Carleton C. Coffin, has resigned from his duties as a Marine Engine and Boiler Draftsman and has entered Dartmouth College. Mr. Coffin has been employed here in the drafting room for almost three years and during his stay here he has made a great many friends who wish him all success in his new endeavor. Just before he left he was presented with a watch as a token of the esteem in which he was held.

Mr. King Ying Wu has resigned from his position as Draftsman here and returned to his native country, China. While working here Mr. Wu rendered valuable services as regards weights and calculations.

Miss Helen Waterworth of Kittery Point, has resigned as Clerk in the weight department.

Miss Ethel Frisbee of Kittery Point is enjoying a two weeks' vacation from her duties as file clerk.

Lt. Toepfer is one of the latest officers to be assigned to the New Const. Corp., and already he has made a large number of friends with his cheery disposition.

A very pretty wedding took place in Ogunquit, Me., on Sept. 2, 1919, when Miss Florence Brown was united in marriage to Mr. Carl Perkins of Ogunquit. Mrs. Perkins is employed in the weight Dept. here and on her return to her duties she was accorded a most pleasant reception by her friends in the drafting room. Mrs. Preble on behalf of the drafting force presented Mrs. Perkins with a beautiful chafing dish.

Another resignation which will take place this month is that of Mrs. Florence Preble. Mrs. Preble has been employed here for over a year and has charge of the weights. Her sunny disposition as well as her efficiency in her work will be missed by all who have had the pleasure of working with her.

Mr. and Mrs. H. P. Preble have decided to move to Atlantic Heights. At present there are quite a number of Submarine Drafting Room employees who are living at the Heights.

SMITH SHOP.

Hank Linscott has a cow that is worth quite a sum of money. Hank reports that milk is very scarce at his house, as this cow gives pure cream.

Now that Hampton Beach is closed "Sol" Berry is visiting Newmarket.

As a lady killer, Philip Hughes is the King of Kittery.

From last report, Dixon's Pierce Arrow is still in the repair shop.

Bill Critch recently made a quick trip to P. E. I.

Pete Draper and George McIntosh are in partnership selling rain coats.

We were witnesses to a strange sight to see Bishop on the Merry-Go-Round at Salisbury Beach.

One of our force has found out that cider and gasoline do not mix very well.

BREEZES FROM THE BOILER SHOP.

Huck says he would swap his auto anytime for a three-legged horse, cheap at that.

Remember when you were heating rivets for Bedell in Skowhegan? Those were the happy days.

How is everything in Kittery now days, Carl?

Do we miss Walker? I'll say we do.

Grace, why did you shake your Ford? Didn't it prove a life partner? They most all do.

Frances claims that Emery must be growing old, as he doesn't "shimmie" like he used to. Look out, Roger, those country dances will get you back to the "Old Fashioned Dancing."

We wonder if Smithy is spending all his vacation in the wilds of Newfields.

Where is Jean? Does anybody know?

Congratulations, Tom. Best wishes from the shop for a long and happy wedded life.

We wonder when Reeves will start to bite?

We are all glad to hear that Welcome has improved after his illness.

PATTERN SHOP NOTES.

Everybody is happy. Lizzie is back to the pen. Also came a breeze from the White Mountains with our own Liz. Some breeze.

Our noisy Pattern Maker C. has left us and gone back to the Drafting Room. The boss misses his vocal work around the shop very much.

Our friend Harry is going to take a few days off for vacation, and he contemplates going up to the White Mountains to see if Lizzie hasn't forgotten something.

The boys would like to know what made Mort late the other morning. He left home early enough.

Our worthy friend Link has sent in his order for one deer, up in Northern New Hampshire.

Our friend P. lives up to his resolutions so well that he has continued it indefinitely.

(Continued from page 9)

flight and 298 fatalities out of 20,142 aviators trained (1½ per cent.).

With the prospect of peace-time conditions, aeronautical engineers are devoting their time and energies to perfecting forms of aircraft that will be reasonably safe, and pilots are being more carefully trained in managing airships of various kinds. The British Government has recently decided to offer prizes in a competition to develop safer airplanes. An appropriation of \$320,000 has been made for this purpose, and the prizes will be distributed among producers of large airplanes, small airplanes, and sea planes.

European countries took to commercializing aircraft before the United States gave much thought to the question, and already several regular lines of travel have been established, using this means of transportation.

Regular trips are made from Milan to Rome, from Milan to Padua, and from Rome to Naples. The Rome-Milan trip occupies three and one-half hours by airplane, whereas the same journey by train takes about eighteen hours. For this service an eight-passenger airplane is used, fitted with an inclosed cabin, electrically heated and lighted and provided with arm chairs. Five hundred pounds of mail are carried on these machines in addition to the passengers. Daily trips are made across the English Channel, and during the Peace Conference Mr. Bonar Law traveled regularly from London to Paris by airplane. In Paris, regular ascents are made daily, carrying passengers, and in London during three days of Easter week the Handley-Page Company carried 827 sightseers over the city.

In our country an aerial mail service between Washington and New York has been in operation for fifteen months. During the first year of this service, ending May 15, 1919, over 128,000 miles were traveled. No planes fell from the air and no fatal accidents occurred. Out of 1,206 trips that were scheduled, only 55 were canceled on account of bad weather.

In addition to the mail service, aircraft have been regularly employed by the Forestry Department in fire-patrol duty. The forests of California from San Francisco to the Mexican border are now patrolled by aircraft, and the record established has been excellent. Observation balloons are now used as stationary outlooks, and airplanes are used to cover specified routes daily.

The advantages of aircraft for forestry work are readily seen when the matter is thoughtfully considered. For example, fires often origi-

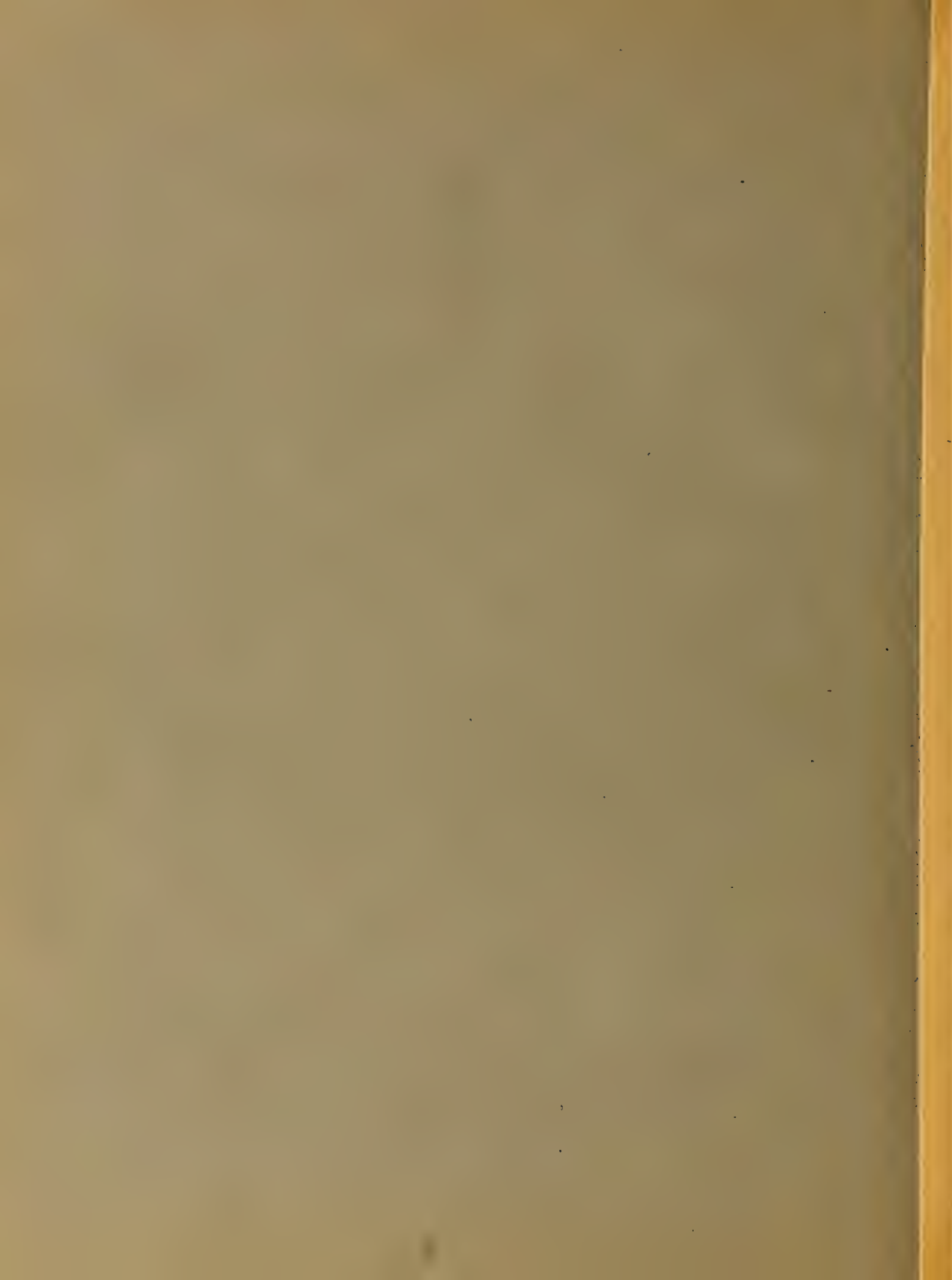
inate in ravines, where they are often unnoticed by the ordinary patrols because the smoke disperses before it rises high enough to be seen from the observation towers. When the observers are high in the air, however, the slightest trace of smoke is readily seen against the green foliage. The fires are then reported when in their first stages, and the prompt dispatch of relays of fire-fighters often results in extinguishing the fires before any great damage has been done. Reports are made by telephone from the balloons, and radio and parachute messages are used by the planes. Weather that interferes with flying is found to be unfavorable to fires also, and days on which fires occur most frequently are the best flying days. It is possible to cover some 90,000 acres of forests in the United States by this means of patrol. The California Aerial Forest Fire Patrol, during the week ending June 28, 1919, covered 7,500 miles of travel, in the course of which eight forest fires were discovered.

As yet the United States has not developed aerial passenger service to any great extent. A line is now in operation between Los Angeles and Fresno, and plans are being made to extend this service to other California cities. A regular means of aerial transportation between New York and Boston, with stops at Bridgeport and New London, is promised for the near future. The first air port in this country has been established at Atlantic City, where flights similar to those made in London and Paris are now made daily. The trip between Atlantic City and New York is now made quite frequently by airplane, and in several instances business men have traveled from New York to their homes on Long Island by hydroplane.

Air planes have been used to a limited extent for express and mercantile delivery. Chicago and Newark claim a regular service of this kind, the one in Chicago being operated by a clothing concern while Newark's air delivery is maintained by a department store.

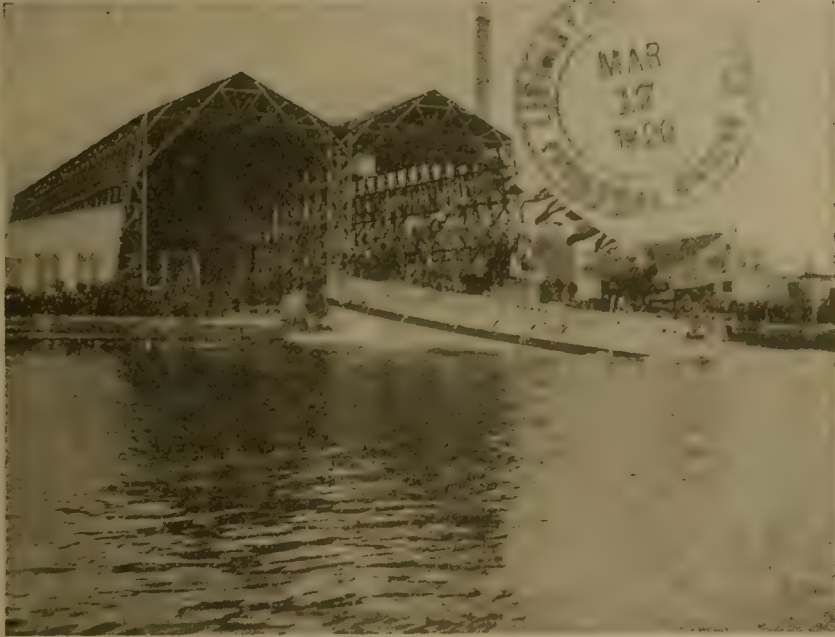
An indication of what we may expect from aerial navigation in the near future is afforded by the fact that the United States Air Service has requested thirty-two American cities to establish landing fields, and in anticipation of a transcontinental service air routes are being planned to cover the entire country. Scranton, Pennsylvania, is the first city to provide a civic air dome, having recently appropriated \$10,000 for a landing field to be used by both local and transient airmen.

THE TRAVELERS STANDARD.



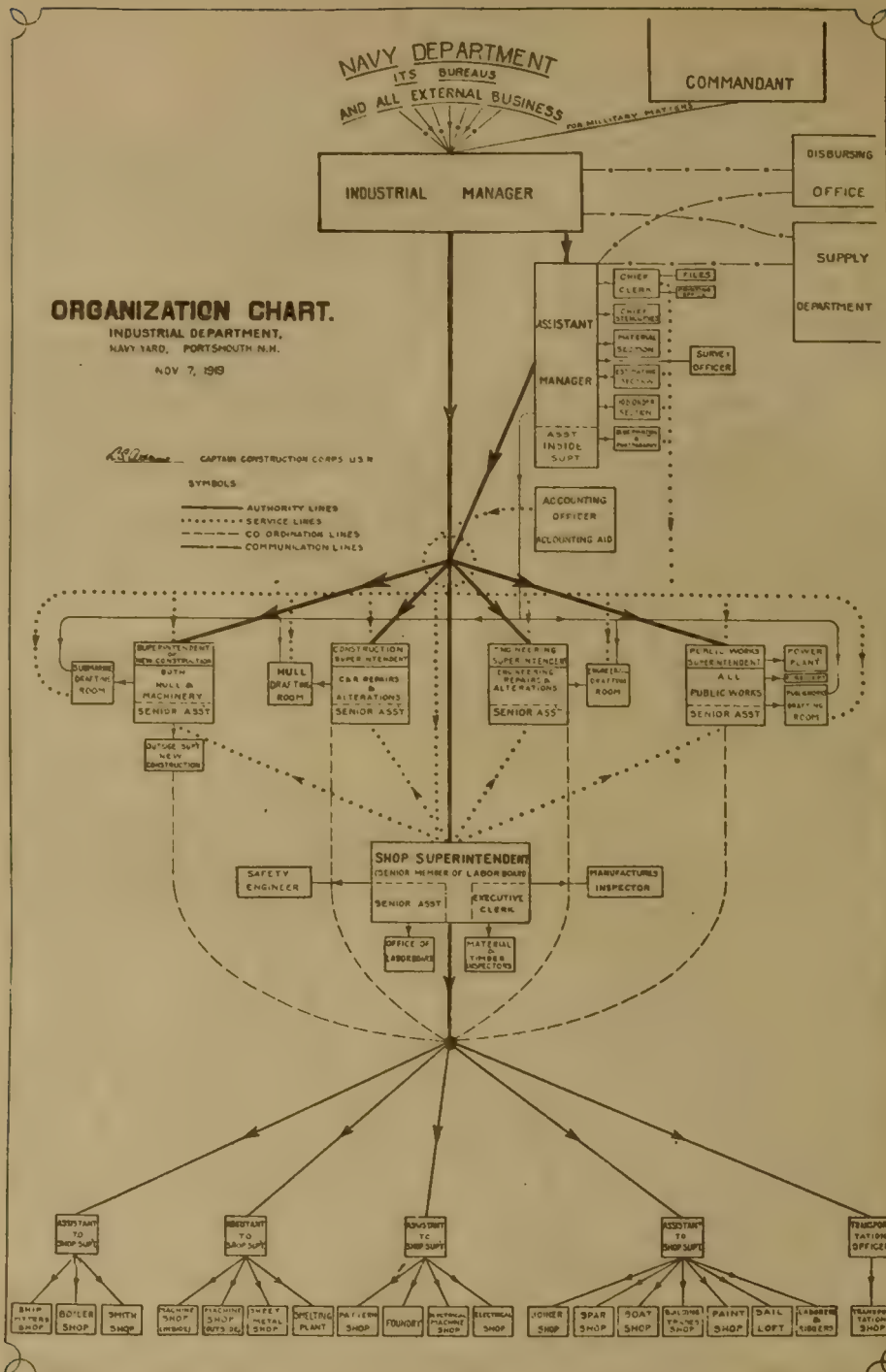
INDUSTRIAL DEPARTMENT

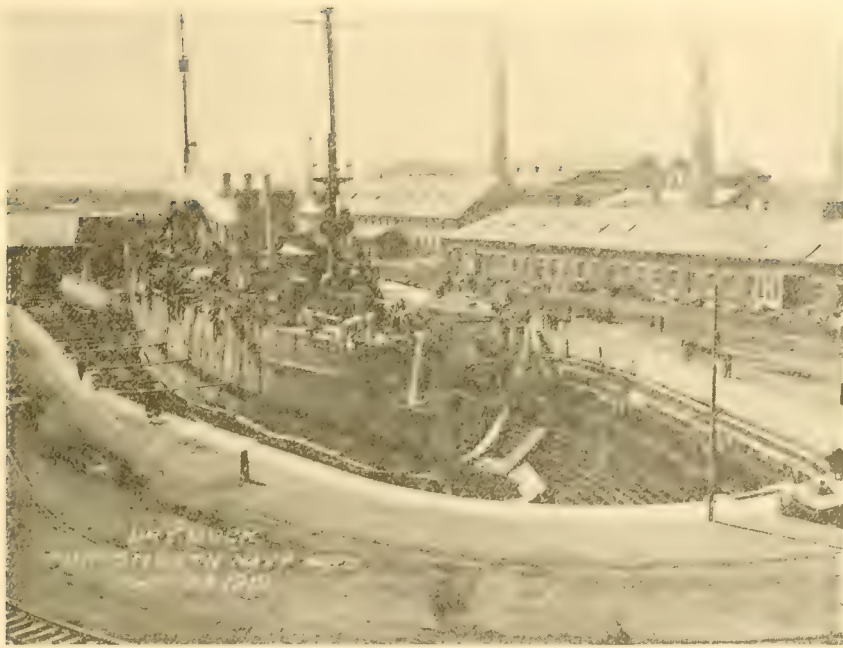
LIFE BUOY



NAVY YARD PORTSMOUTH, N.H.

JANUARY, 1920







O-1 Launched July 9, 1918.



S-3 Launched Dec. 21, 1918.



L-8 The First Submarine Constructed on this Yard. Launched April 23, 1917.

INDUSTRIAL DEPARTMENT

LIFE BUOY

Issued monthly for free distribution to employees of the Industrial Department of the
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VOL. II

JANUARY, 1920

NO. 9

REAR ADMIRAL ALEXANDER SEAMAN HALSTEAD

Commandant Portsmouth Navy Yard.

On December 1, 1919, Rear Admiral Alexander Seaman Halstead assumed command of the Portsmouth Navy Yard as Commandant.

Rear Admiral Halstead was born on the 17th of December, 1861, at Philadelphia, Pa. He was appointed to Annapolis on October 1, 1879 and was graduated in June 1883. He served in the Engineering Corps until 1899 when he was appointed a Lieutenant.

He served during the Spanish War as an officer on the U. S. S. RALEIGH and was with Admiral Dewey at the time of the Battle of Manila Bay. He also was under fire in subsequent engagements that took place in the vicinity of Manila.

During the year 1909 he was Equipment Officer at Mare Island, California. During the years 1909 and 1910 he was in command of the U. S. S. VICKSBURG. During this time he was off the west coast of Central America. A rebellion in Nicaragua took place about this time but no landing parties were required. During the years 1911 and 1912 Rear Admiral Halstead was in command of the U. S. S. WEST VIRGINIA while during the years 1912 and 1913 he was in command of the cruiser CALIFORNIA, which later was named the SAN DIEGO. In the year 1912 there was a revolution in Nicaragua and landing forces from a number of ships were sent ashore. The CALIFORNIA likewise sent a landing party.

During the years 1913 and 1914 he was a member of the Board of Inspection and Survey with headquarters at Washington, D. C. As a member of this board he travel-

ed extensively, visiting practically all the Navy Yards in the United States.

In the year 1915 he was appointed and acted as supervisor of the Harbor of New York. During the years 1915 and 1916 he was in command of the U. S. S. UTAH, which was in the second division of the Atlantic Fleet, operating off the Atlantic Coast.

In July 1916 he was ordered to the War College at Newport where he took special courses in tactics and strategy. Upon the outbreak of the war with Germany in 1917 he was appointed senior member of the Board of Appraisal. As senior member of the Board of Appraisal, it was his duty to determine the just compensation as to the values of all the merchant and private vessels commandeered by the Government.

On July 1, 1918, he was selected for grade of Rear Admiral. In October 1918 he was ordered to France and was made Commander of the district at Brest, France. In January 1918, he relieved Vice Admiral Wilson, who was Commander of all the United States Naval forces in France, which duty he held until the 18th of October 1919, when he returned to the United States.

As Commander of the United States Naval forces in France, Rear Admiral Halstead had charge of the demobilization of the aviation stations and Port offices located in Europe and with a personnel of some fifteen thousand. Among some of the other work that was performed under his supervision abroad was the repairing, coaling, watering and supplying of all the troop ships that took home the 1,900,000 troops that were returned to



America during his stay in Europe.

Rear Admiral Halstead speaks with great interest of the auto trip that he made to the front. Starting at Paris he visited Chateau Thierry, Verdun, Metz and then swung up through Luxemburg and through principal cities in Belgium such as Liege, Namur, Brussels and Antwerp. From Antwerp he journeyed to Ghent, Zeebrugge, Ostend and then returned to Paris by way of Dixmude, Arras, Amiens, Soissons and Compiègne.

Previous to his leaving France he was decorated by the French Government as Commander of the Legion of Honor.

The accompanying photograph on the next page shows Rear Admiral Halstead wearing the

emblem of the Commander of the Legion of Honor, which is the highest military honor bestowed by the French Government. The emblem was bestowed upon Rear Admiral Halstead by Vice Admiral Salaun, Prefet Maritime at Brest. The photograph shows the ceremony of the military honor upon the conferring of the decoration.

RESPONSIBILITY, POWER.

Responsibilities gravitate to the person who can shoulder them, and power flows to the man who knows how.

ELBERT HUBBARD.



STRIVING AND STRIFE.

By Clarence Ousley.

Dogmatizing and theorizing about capital and labor are of no avail if they do not recognize the essential trait-fact of human nature that all progress comes through striving for betterment. In an earlier age it was "the struggle for existence;" now it is the struggle for more comfortable existence. But it is the same trait—the same fact—yesterday, today and forever.

In brute life it took form in "the survival of the fittest" by the subjugation or the destruction of the least fit, which generally has meant the least strong. In greater or less degree, progressively less from age to age, "the survival of the fittest" has been a phenomenon of successful human tribes, clans, races and nations. We have just witnessed the defeat of Germany's brutish effort to give it application in the twentieth century. That was the extreme case of a natural trait indulged to the point of madness, which is not likely to recure in any calculable time, because there is coming to be a law of world opinion which will not permit conquest.

There is something of the original trait in all human endeavor, though it is tempered nowadays by law which governs individuals

and restrains the stronger from oppressing the weak. It is primal, instinctive and apparently ineradicable.

Biology, ethnology and history aside, progress comes through striving—the progress of the individual, the group, the class—and striving runs easily into strife. The words have the same root, the efforts have the same motive, and until the millennium comes we will not have striving without more or less strife of one sort or another.

There is no solution of the capital and labor problem that will effect automatic and enduring peace between the two contrary interests. It is as vain a hope as frictionless machinery or perpetual motion.

Even if capital and labor should strike hands, as in profit-sharing proposals; or should join control, as in "democratization" suggestions—that is to say, if capital and labor should unite as partners or co-operators in a given industry, sharing profits or losses as the case might be—they would continue to strive for their joint account, and strife would ensue with their rivals or customers and the world-old phenomenon would recur.

The buyer and the seller can never have the same view; the producer and the con-

sumer do not have the same self-interest; the employer and the employe appraise the job from different angles of gain. Concert between the opposing or bargaining factors in any given instance is merely setting up a new unit of operation which takes on the nature of one or the other of the original factors. If a buyer and a seller form a compact, they become a unit of selling or of buying and straightway begin to strive against other sellers or buyers. If the owners and laborers of a manufacturing plant enter into concert they become partners in manufacture and in the due course of progress and expansion will have need for other laborers who will not have acquired partnership and who will straightway begin to strive for betterment. Moreover, it is too much to expect that all laborers will persevere in partnership; many will slip back and will become part of a new group of workmen without proprietary or profit-sharing interest.

Of course, in orderly and intelligent communities we freely grant the *quid pro quo* of service or accomodation, and in ordinary employment, especially in small concerns where the personal touch is maintained, there is more or less sympathy and recognized mutuality of interest. But in all large undertakings, where capital is organized as an impersonal corporation and where labor is a group too numerous to be known individually and considered severally, the personal equation is practically nullified and the dealing is as between strangers—more often even worse than between strangers but rather as between antagonists. The empolying group is apt to be regarded as an unhuman thing and the employed group as an impersonal mass of potential energy.

If we could turn back the years to the time of the small shop, where the proprietor and the few workmen were as one family, we might have no more strikes or lockouts. But that is impossible. We must accept industrial development as it is and consider it as it may be.

Organized capital is a phase of progress. Groups of small owners, as in the steel industry; groups of small money-lenders, as in a bank; groups of small investors, as in any commercial or industrial enterprise, incorporate for the dual purpose of assembling capital in large units and of escaping personal liability in undertakings of risk. The law permits—by legislation the State or the Nation encourages—such organization.

It follows logically and fairly that workmen should be permitted to organize for the advantage gained by the strength of large units. In the very nature of the case the cor-

poration cannot bargain with the workman individually, but must proceed by more or less hard and fast rules of employment which fall short of inculcating or stimulating sympathetic feeling.

The managers of many industrial enterprises, appreciating the difficulties and antagonisms arising, or likly to arise, out of such situations, and commendably desiring to promote the welfare of their workmen, are endeavoring by various projects of social service to supply the lack of personal touch which is impossible in a large industry. Some, like the United States Steel Corporation, anticipate the requirements of their employe-es from time to time and raise wages in advance of organized demand. Others have adopted a silding scale of allowance, added to the basic wage, to equalize the reduced purchasing power of the dollar. Others admit representatives of the workmen to the board of directors of the corporation and thereby bring the employer and the employe to the common ground of mutual understanding through accurate information and man-to-man contact.

But these are rather exceptional and at the best do not promise a permanent status of good feeling. Further striving may be expected, for the normal man of either capital or labor is not satisfied for long, and with the striving will come new forms or phases of strife. Indeed, it may be accepted as a truth of social and industrial progress, as of physical being, that life is growth, change, advance, or it is decline, atrophy, reaction. Still water stagnates; the man who stands still slip sback. Neither employer nor employe can quite shake off the habits of feeling and action acquired through generations and centuries of struggle until they have become, as we say, "second nature."

None of this is to say that we should not take counsel, that we should not employ all proper devices of adjustment, that we should not provide means for giving potential influence to the public's rights. On the contrary, we should constantly strive to prevent strife, and we should perseveringly cultivate a spirt of give-and-take. The most helpful agency is conference, such as the conference held in Washington, wherein the great cause of industrial prosperity on the one hand and the great cause of labor welfare on the other hand may be made plain to leaders and to masses, and where both may receive enlightenment as to the greater cause of the public's vital need for abundant production and orderly development.

Of course, the citizens constituting the Washington Conference have no authority of law to execute any policies or rules of action. Nor, wise as they are, and representative as they are of the several elements of the civic and industrial structure, have they uttered any new thought on the problem. The Conference serves principally as a forum for the presentation of views which the country will read and ponder. In a very satisfactory way the members represent the several elements in conflict. It may be fairly said that they are capable spokesmen for the group interests involved. From them we are hearing, as it were, the voices of the most intelligent and patriotic employers, and employes, producers and consumers, who are trying to find ways for reducing to the minimum the strife of striving.

A very important development during the early days of the Conference was the action of the farmer members in making plain the relations of agriculture to industry. The farmers cannot accept with complacency proposals for reduced hours of urban labor with increasing wages, because farms cannot be operated upon short hours, and if working conditions are more attractive in industry than in agriculture then agriculture will inevitably suffer. What is more to the point, the consuming public will suffer through reduced production.

The farmers make it plain that they will not suffer themselves to be crushed between the upper and the nether millstones of economic and industrial adjustment aiming to reduce the cost of living. Organized capital and organized labor are warned that agriculture, also, can use the weapon of organization.

Food and raiment come from the farm; they will not come abundantly, nor unfaithfully, if production does not pay. As I have pointed out, in preceding articles in SEA POWER, there is not now normal production in the world, and next year's American agricultural production is likely to fall below this year's. Employers and employes must comprehend the ground facts about food and raiment and adjust their relations accordingly or there can be no permanent betterment in living conditions and present ills may be intensified.

Arbitration, of course, is the way out of capital and labor controversies, but there are two points for caution to be observed. The one is that the certainty of speedy arbitrament may tend to stimulate frequent strikes upon the theory that arbitration awards usually "split the difference" between em-

ployer and employe and hence each time the employe makes a demand he may reasonably expect a concession which will be more than the previous wage. Hence arbitration awards should be for long periods. The other point for caution is the danger that national boards of conciliation may go too far in exercising controlling influence over industry in both its investment and its labor aspects. The more we confer power, either by bestowing authority or setting up potential influence, the less we retain group or individual power; we cannot at the same time give it and keep it.

The question of hours of labor is not so simple as it seems. On the surface it would appear that eight hours a day is enough. It is, in many industries; in others, it is not. Five hours of one kind of labor may absorb more energy than ten hours of another. Moreover, we will never make up the losses of the war—and that is precisely what ails the world today—if we do not increase production. A man can't accumulate if he spends every day all he earns. To put it another way; we cannot pay our war debt to peace if we do not produce day by day more than we consume. Or still another way; we cannot reduce the cost of living by living from hand to mouth.

There are many inter-industrial, inter-social and inter-economic relations to adjust in order that the earnings of the labor of men, both brain-workers and hand-workers, may be more equitably distributed, but the bottom fact of the whole present problem is the necessity for increased production, and if that be omitted from our deliberations we will soon find our difficulties multiplied and intensified to the point of desperation.

After all that may be said or done in respect to methods and agencies of conciliation, arbitration or governmental supervision of industry, two serious and somewhat portentous conditions remain for the public's consideration and for such action by the body politic as circumstances may require.

The one, economic, is the deliberate purpose of certain classes of labor to reduce the output per man, without reducing but actually increasing wages for the diminished product, in order to make more demand for labor and to stimulate further increases in wages. The other, political, is the deliberate purpose of certain classes of labor, including a few subordinate leaders, to syndicalize, or to nationalize; or somehow to seize and possess industrial property and to establish a soviet government in the United States.

As to the first, public opinion must be aroused to require square dealing by the em-

ploye as well as by the employer. As to the second, the body politic must resolve to resist, by whatever means may be necessary, the forces which seek to destroy the American institutions of property rights and personal liberty under constitutional guarantees.

Happily, many of the greater labor leaders are opposed to both of these vicious efforts, though they have not been so positive in expression as they might be. There is reason to believe, also, that the great body of American workmen are sound of mind and heart though many have been misled, and that when they perceive the economic error of the one purpose and the anarchistic nature of the other they will disown and desert the foolish or the wicked men who are trying to deceive them. To contribute to the understanding and to quicken the patriotism of uninformed groups of workingmen is the duty of every citizen. In no way can organized labor so advance its cause in the public esteem as for its responsible officers and its intelligent members to set themselves firmly against the pernicious preachments and practices of the Bolsheviks, syndicalists and revolutionaries. The steel strike revealed much of such mischievous purpose, and the revelation lost to the strikers the public opinion without which is no such effort can win enduring success.

The one thing most needful in the capital and labor contest, as in many affairs of public or semi-public nature, is a revival of the American traditional trait of self-reliance and personal responsibility. The tendency of the union man is to rely upon the strength and action of the union for the betterment which he desires. In proportion as he relies upon his union he fails to appreciate the need for increasing the excellence of his own work as measured by volume or quality. The aggregate result of such a state of mind in a group of laborers is both to decrease output and to retard improvement in quality. Another effect, which subjectively reacts harmfully upon the laborer himself, is to develop a sense of class status out of which or beyond which the laborer does not attempt to rise.

Class consciousness has been stimulated by certain labor leaders as a means of developing and maintainly solidarity. For the time being it may serve its purpose, but ultimately it deadens aspiration and hinders progress.

The true doctrine, which should never be despised or neglected in the expediency of organization effort, is that the rewards of life are justly bestowed for individual per-

formance. The alert, industrious and resourceful man should be permitted to win advancement beyond the indolent and the dull, just as the provident man should enjoy savings which the improvident wastes.

There is no room in this country for fixed classes of laborers or capitalists, as such, to so continue for the period of their lives or from generation to generation. Many of the Nation's greatest capitalists started as laborers; many men inheriting or acquiring capital have lost it and have become laborers. A capitalist is only a man who has saved his earnings; he may accumulate no more than enough to own an extra house which he rents to his unthrifty fellow workman, or by genius he may acquire the plant in which he began as a laborer. It is all in the man.

The world cannot afford to have every man who labors with his hands condemned to perpetual manual labor, for many such laborers have in them the makings of captains of industry whose genius and enterprise the world needs for its continuing progress. It is the glory of America that the humblest and the poorest young man may rise to the greatest station or acquire the greatest wealth.

Class consciousness or class effort that reverses or suspends this rule of development is destructive of the opportunity for advancement which is every freeman's inalienable right under the broad principle of the enjoyment of "life, liberty and the pursuit of happiness."

The curse of the times is the prevalence of half-baked economic and social philosophies which ignore alike fundamental traits of human nature and vital principles of human liberty. They will fail when put to the test, but if they are indulged without challenge they will lead large numbers of people into foolish adventures that will require painful and costly effort to subdue.

We are today face to face with the beginnings of several such adventures. The prudent, the expedient, the honest thing to do is to meet them squarely, at whatever cost of effort or convenience may be necessary, in order to avoid greater sacrifice hereafter.

The dissolution of the Washington conference without agreement exhibits the truth of these observations. Apparently the country faces a bitter contest and the public will suffer many hardships. We had the experience last year of maintaining the nation with four million men under arms. We can maintain it again with four million men idle. Neither class tyranny nor capital tyranny can be accepted in free America.

SEA POWER.



Miss Eleanor V. D. Adams, Sponsor U. S. S-6.

The submarine S-6, the latest and most modern of Uncle Sam's undersea boats was launched at the navy yard Dec. 23, 1919 at 1.20 o'clock in the presence of a large gathering of naval officers and their wives and the entire working force of the yard. The launching was a complete success, the boat taking the water without a hitch in any of the details.

Miss Eleanor V. D. Adams, the pretty daughter of Captain and Mrs. L. H. Adams, was the sponsor and she performed her duties in a very graceful manner. Miss Adams carried an enormous bouquet of chrysanthemums, the gift of the men in the Boat Shop. The bottle of champagne with which the boat was christened, was encased in a silver bottle especially designed for the occasion. As the boat moved, on her way to take her maiden dip in the waters of the Piscataqua, Miss Adams with one blow, broke the silver mesh work of the outer bottle and the glass container, champagne scattering all over her face and clothing.

The boat took the water very gracefully and was quickly snubbed up and brought back to the

quay wall by the yard tugs.

Moving pictures of the launching party and of the launching were taken.

Rear Admiral Halstead, the commandant of the yard, presented Miss Adams with a gold wrist watch and bracelet. Miss Adams was presented with a silver vanity box by the men of the Boat Shop, the presentation being made by Mr. Charles Tucker.

The launching party then proceeded to the quarters of Captain Adams where a luncheon was served in honor of the event.

The S-6 was ordered constructed by the department in April 1917 and the keel was laid January 30, 1919. The boat is No. 111 on the navy list and the fourth of her type to be built here. The ship is 231 feet long, has 13 foot draft and 830 tons surface displacement.

The entire construction work has been under the supervision of Commander H. S. Howard of the construction corps and the work of Commander Howard and his men speaks for itself.

DISCONTINUANCE OF THE "LIFE BUOY"

It is announced with regret that the publication of the "Life Buoy" must be discontinued and that this is the last issue. Under the rules of the Committee on Public Printing not more than one publication or magazine is allowed in any Navy Yard. Here at this Yard we had two such publications, the "Life Buoy" and a weekly publication by the Naval Prison, which latter is really an integral part of the management and operation of the Prison. The Navy Department has therefore directed that the "Life Buoy" be discontinued. We have appealed on the basis that a Prison is really a separate establishment and is not a part of the Navy Yard proper, most Yards not having any at all. While we have received no reply to our appeal, we are very much afraid that the chances of continuing the "Life Buoy" are small. As the order stands now, we are obliged to discontinue it with this issue.

We are very sorry to part with our little magazine. We think that all will agree that it has served a very useful purpose in bringing us together, in promoting Yard spirit and co-operation and interest and enthusiasm in our work. It is believed that the loss will be keenly felt by all.

FREE RUSSIA.

If you differ from the Bolshevik rulers and want to change their form of autocratic government, even by peaceable methods, will they let you express your views? And, if you advocate overthrowing their government by force, will they give you free passage to your home? Oh no! They will give you free passage to Heaven and very promptly put you on your way.

OUR FUTURE PROSPERITY.

Although the condition of the country as a whole is now one of general prosperity with a large demand for labor of all kinds, both skilled and unskilled, the Navy Yards have come to a period of hard times through lack of appropriations by Congress.

The exact figures of funds available and the prospects of work during the first part of the calendar year are given in another article in this issue. We hope that the period of hard times will be short. This Yard is suffering really less than most of the others for the reason that we still have a considerable amount of unfinished submarine construction which will hold a reasonable force together for some time. Some discharges will be necessary, but these undoubtedly will be relatively small compared with the total number of

employees. We furthermore hope that after July first additional funds will be available to go ahead with our ship work on a reasonable scale. There is plenty of work in sight if we could only get the money to undertake it.

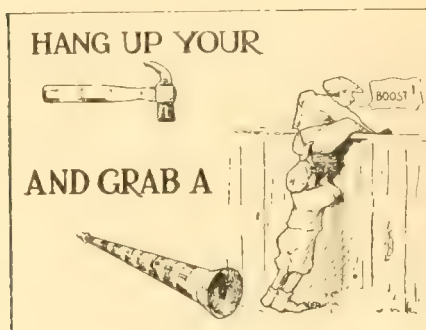
Strict instructions have been received from the Navy Department to cut down the force at all Navy Yards in order to come within the available appropriations. The Navy Department states at the same time that it regrets the necessity for this action, as it means the loss of the services of many valuable, trained, and efficient employees, but that it has no alternative in the premises as employees cannot be continued in their positions without necessary funds with which to pay for their services. In other instructions the Navy Department has directed that no employees be retained who do not measure up to a fair standard of efficiency and who do not give an honest day's work. It is believed that there are relatively few in this class at this Yard and that the employees as a whole are of a particularly high class who feel it their conscientious duty both to themselves and the Government to give a fair day's work.

We are hoping to obtain additional submarine construction at an early date. There are nine large Fleet submarines for which contracts have not yet been awarded. We believe that on the merits of the case we are fully entitled to a large part of this construction, and we understand that the Navy Department holds the same views. It appears to be simply a matter of determining the general features of the design in the Navy Department and then giving us the job. It is not known when this will be done, but it is expected that the design will be determined upon before very long. Even then it will probably be six or eight months before the shops of the Yard begin to get any real benefit from this new work, because the detailed plans must first be developed in the drafting room and the materials must be ordered. We therefore cannot expect any immediate relief from this source.

We must constantly bear in mind that the war is over and that the emergency war work in large quantity has ceased and that hereafter there will be keen competition not only between the Navy Yards and private firms, but also between the several Navy Yards, one against the other. The volume of work assigned here in the future will depend almost wholly upon ourselves—how quickly and efficiently we can turn out our work and the cost thereof. We cannot depend or count on special favors or special influences which are



LAUNCHING PARTY OF THE SUBMARINE
DECEMBER 3, 1919



DRAFTSMEN'S BANQUET.

On December 16, 1919, there gathered in the main dining room of the Rockingham Hotel in Portsmouth, the Draftsmen and Supervisors of the Portsmouth Navy Yard with the Commandant, Rear Admiral Halstead, U. S. N., Industrial Mgr. Capt. Adams, C. C., U. S. N., Assistant Industrial Manager Captain Wyman, U. S. N., Captain C. P. Snyder, U. S. N., Captain Wyman's successor as Asst. Industrial Manager, Commander Howard, U. S. N., Commander Brownell, C. E., U. S. N., Shop Supt. Commander R. W. Ryden, C. C., U. S. N., Lieut. Commander Wright, U. S. N., and Lieut. Commander Boyd, U. S. N. R. F., as their guests. A. L. Case, Assistant Chief Draftsman in the Steam Engineering Department, acted as toastmaster. The committee in charge was R. H. Fowle, chairman, H. P. Berna, R. E. Potter, W. J. Wright, W. C. White, F. W. Marshall, A. L. Case, N. Rosen. The menu follows: Mock Turtle Soup, Celery, Olives, Turkey and Dressing, Cranberry Sauce, Potatoes, Ice Cream, Cake, Fruit Pudding, Coffee, Cigars, Cigarettes.

After the one hundred fifty people present had done ample justice to the above menu, the toastmaster, Mr. Case, called upon our new Commandant, Rear Admiral Halstead. Rear Admiral Halstead responded with a few remarks expressing his gratitude for the spirit of hearty co-operation with which he had been greeted and assured those present of his hearty desire for the success of the Portsmouth Yard. Captain Adams next responded with a few pithy remarks upon the situation upon the Yard at the present time and urged all to be optimistic for the future.

The genial toastmaster caused no end of merriment by his serious interpretation of Captain Adams' parable of the optimist. Captain Wyman then spoke briefly on his service here and complimented the force of the Navy Yard upon the spirit they put into their work during the period of stress through which we have but recently passed.

The toastmaster then called upon Captain Snyder, Captain Wyman's successor as Assistant Industrial Manager. Captain Snyder responded briefly making it very plain that he would meet everyone upon the same equable plane as his predecessor has always done.

Commander Howard told very briefly of the record made by the Submarines built at this Yard in competition with those produced by private concerns and demonstrated to his hearers by facts and figures the real supremacy of the Portsmouth ships.

Lieut. Commander Wright concluded the remarks of the evening by a brief outline of the submarine policy of the Navy and a statement of the part that the sea going officers in command of the submarines have played in developing the policy for this arm of the service. Lieut. Commander Wright sounded a warning, in no uncertain terms, to the employees of this Yard that the real foundation of success was hearty work and plenty of it, making it very clear that recognition was sure to follow such procedure. Lieut. Commander Wright also related some very interesting experiences while he was in command of the L 9, based at Bantry Bay in Ireland.

The committee deserves especial credit for the manner in which the affair was handled and very particularly for the professional and local talent which supplied the necessary entertainment, conducive to real enjoyment at a banquet.

The party broke up with a general feeling that everybody had spent a most enjoyable evening and that the affair had certainly done something toward helping to develop a real spirit of co-operation between the Officers and the Supervisory force.

HAPPINESS.

There are two ways of being happy. We may either diminish our wants or augment our means. Either will do. The result is the same, and it is for each man to decide for himself, and do that which happens to be easiest.

If you are idle or sick or poor, however hard it may be to diminish your wants, it will be harder to augment your means.

If you are active and prosperous, or young, or in good health, it may be easier for you to augment your means than to diminish your wants.

But if you are wise, you will do both at the same time, young or old, rich or poor sick or well; and if you are very wise you will do both in such a way as to augment the general happiness of society.

BENJAMIN FRANKLIN.

Schenectady Works News.

**CAPTAIN HENRY LAKE WYMAN.**

**Assistant Industrial Manager
U. S. N. (Detached).**

Capt. Henry Lake Wyman, U. S. N., born in Evanston, Ill., was appointed to the Naval Academy from the state of Illinois on the 6th of September, 1895, and graduated from the Academy in 1900, as a classmate of the new Asst. Industrial Manager Capt. Snyder, U. S. N., The first assignment of duty given Captain Wyman upon graduation was, as a cadet, to take a course in torpedo handling and construction at Newport Torpedo Station, Newport, R. I.

Captain Wyman was detached from the Newport Station in December, 1900, and ordered to proceed to the Asiatic Station via the Suez Canal, upon the FROLIC, one of the vessels of the so-called "Mosquito Squadron." Captain Wyman's first duty while serving under this assignment to the "Mosquito Squadron" was as Watch Officer of the FROLIC. During the year 1901 the FROLIC saw considerable service in Asiatic waters and was the first vessel to reach Balingiga, Samar, after the massacre at this town, well remembered by many people who saw service under

both Army and Navy commands at that time.

In 1902, he was made Aide with the rank of Ensign to the late Admiral Sperry, then Captain, on the U. S. S. RAINBOW. Upon Admiral Sperry's being relieved from command by Admiral Cooper, the Squadron Commander, Captain Wyman then served under Admiral Cooper as Flag Secretary. Admiral Cooper's flag was later transferred to the U. S. S. WISCONSIN, one of the newest ships then in the service and one of the crack ships at that time. Captain Wyman saw service under Admiral Cooper on the WISCONSIN and on the NEW ORLEANS until his return home in 1904. During the two years from 1902 to 1904 Captain Wyman, as an Officer of the Asiatic Fleet, saw considerable of Japan and China, particularly the Shantung Region which was even then more or less under German domination.

Captain Wyman was transferred to the U. S. S. KEARSARGE, as a Lieutenant, in 1904, receiving two commissions, Lieutenant j.g. and full Lieutenant, upon the same day.

After serving one year on the U. S. S. KEARSARGE as Watch Officer, Captain Wyman was assigned to the Naval Academy as an instructor in mathematics and navigation.

again being intimately associated with the present Assistant Industrial Manager, Captain Snyder, who was also assigned to duty in the same department of the Academy during the years that Captain Wyman was stationed there. In 1907 Captain Wyman was assigned to the U. S. S. TACOMA as Engineer Officer, under Captain John Hood, and saw considerable service in the West Indies, particularly in Haiti, being present at the abdication of Nord Alexis, which the Captain stated to the writer was a real abdication, with all that goes with it.

After two years' service on the U. S. S. TACOMA, the next assignment of duty given to Captain Wyman was as the relief of Lieutenant John Haligan, as Engineer Officer of the U. S. S. NEBRASKA. During this year there was inaugurated the competition between ships for an engineering trophy, corresponding to the gunnery trophy, the competition for which had started two years before. Captain Wyman modestly disclaims any credit for the victory of the NEBRASKA in winning the first engineering trophy ever offered, saying that the credit was entirely due to the crew serving under him.

In the following year Captain Wyman was assigned to the "Navy Yard Desk" in the Bureau of Steam Engineering at Washington, and while there handled all correspondence relating to the alterations and repairs in the engineering departments at the various Navy Yards. While serving in the Bureau of Steam Engineering, Captain Wyman was advanced to the grade of Lieutenant Commander. He served in the Bureau of Steam Engineering a total of thirty-nine months.

In 1913 Capt. Wyman was given command of the U. S. S. PADUCAH, Flag Ship of the "Cuba Survey" Fleet, and served as "Skipper" of the PADUCAH until his assignment to the Portsmouth Navy Yard, December 1, 1916. Captain Wyman had another record of service of thirty-nine months as Commanding Officer of the PADUCAH.

As there were a number of Portsmouth people serving under Captain Wyman during the period of the "Cuba Survey," both in the Navy and in the capacity of civilian aids, it may be noted that the work consisted of the sounding and charting of a large inland sea made by coral formations along the southern coast of Cuba. The soundings, of which there were one hundred thousand taken during the last year, were charted roughly during the winter months and upon the return of the expedition to this Yard, their home

station, in June each year, these soundings were then plotted exactly upon finished charts on the second floor of Building No. 79.

There are two or three side lights on the expedition that are interesting. During the first year, in 1914, when the fleet started for the home station, they were diverted and ordered to proceed to Vera Cruz, arriving there immediately after the occupation by our ships. Captain Wyman was then ordered to make a complete survey of Vera Cruz Harbor, and on this survey is based the present chart of Vera Cruz Harbor. During the second year when ready to sail home, Captain Wyman was again ordered to proceed with the PADUCAH to San Juan, Haiti, for neutrality duty. This included watching the German Liner, PRAESIDENT, later taken over and renamed the KITTEERY.

While many of us are more or less familiar with the work that Captain Wyman has been doing since his coming to the Portsmouth Navy Yard, the writer feels that a short, though perhaps incomplete, resume of the same might be of interest to many of the readers of the "Life Buoy."

During his stay at the Yard, Captain Wyman has served as Assistant Industrial Manager, as such being the next in command to Captain Adams and serving as Acting Industrial Manager during the absence of Captain Adams, Captain Wyman's real work has corresponded to that of the Executive Officer aboard ship, although on a much larger scale. As Assistant Industrial Manager he has coordinated and more or less helped to bind together the various divisions under the Industrial Department. In fact, most of the correspondence, both internal and external as regards the Portsmouth Navy Yard, has passed through the hands of Captain Wyman as Assistant Industrial Manager.

The final piece of work which Captain Wyman has just completed, by direction of Captain Adams, is the codifying of the various orders, rules and regulations, both departmental and local, which are the foundation of the present industrial system of this Yard.

The many friends of Captain Wyman, regret very much his departure, but, at the same time, rejoice in his good fortune in being assigned to the command of the U. S. S. OLYMPIA, the flagship of the late Admiral Dewey which will sail from Charleston, S. C., at a later date, and these same friends wish Captain Wyman Godspeed in his new duty.



THE KEEL OF SUBMARINE S-11 LAID.

On Tuesday morning, December 2, 1919, the keel of the Submarine S-11, known officially as No. 116 was laid.

Captain C. P. Snyder and Commander L. F. Kimball had the honor of driving the first rivet, while Lieutenant W. J. Malone acted as holder-on. B. M. Burns was rivet passer and the helper was H. Fernald.

There was a large gathering of the officers from the several departments of the Yard. Music was furnished by the Marine Band.

The Navy Department has recently approved the list of sponsors selected by the Industrial Manager for the Submarines of the S class to be launched during the next ten months. This list with the approximate dates of launching are as follows:

S-7, Feb. 2, 1920, Mrs. H. L. Wyman, wife of Captain H. L. Wyman, U. S. N.

S-8— March 2, 1920, Mrs. R. W. Ryden, wife of Commander R. W. Ryden, C. C., U. S. N.

S-9, April 20, 1920, Mrs. J. E. Palmer, wife of Commander J. E. Palmer, U. S. N.

S-10, Aug. 30, 1920, Miss Marion K. Payne, daughter of Captain F. T. Arms, S. C., U. S. N.

YOU SAY YOU LOVE A BRUNETTE?

I thought I loved a dark brunette,
And so I did, I swear,
Until upon my butter dish
I found a strand of hair!

The strand was beauteous as the night,
It might have graced a queen,
But little was it qualified
To profit margarine.

As heart and stomach are allied,
It turned my warm love cold
I left off courting darksome Ruth
For one with hair of gold.

Now this is why I much prefer
The second choice, you see:
Her hair, if lost in oleo,
Might pass unknown to me.
From "Life."

SUBMARINE S-5 LAUNCHED.

At exactly two o'clock on Monday, November 10, 1919, Submarine S-5, the fifth Submarine built at the Portsmouth Navy Yard was successfully launched, amid cheers, whistles and music.

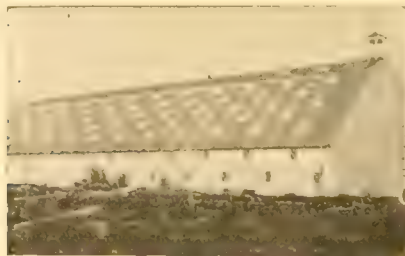
Mrs. Glenn S. Burrill of New London, Conn., wife of Civil Engineer Burrill, U. S. N., and daughter of Rear Admiral Clifford J. Bousch, (ret.) was sponsor. Industrial Manager Captain L. S. Adams, C. C., U. S. N., was in direct charge of the launching, being assisted by Mr. Charles Jensen, Master Shipwright.

To those who were not fortunate enough to see the launching it may be said that no finer launching ever took place at the Yard, for the S-5 left the Ways exactly to the second of time.

Previous to the launching of the Submarine S-5, Mrs. G. S. Burrill was presented with a gold wrist watch as a gift from the Yard employees.

The S-5 has an over-all length of 231 ft., and has a 21 foot beam. Its surface displacement is 870 tons and has a draft of 13 ft. The S-5 is designed for surface speed of fifteen knots and a submerged speed of twelve and one-half knots per hour.

Lieut. Commander C. M. Cooke will have command of the S-5 when it is completely outfitted.



Franklin Shiphouse 1892.

NEEDLESS ANXIETY.

There was a man
And all his life
He'd worked in a shipyard,
And he had a baby
And it was going to be christened
And for a week
He couldn't sleep nights
Because he was worried
For fear the minister
Would hurt the baby
When he hit it with the bottle.

—Fore River Log

IF

If you can keep your head when all about
you
Are losing theirs and blaming it on you;
If you can trust yourself when all men doubt
you,
But make allowance for their doubting,
too;
If you can wait and not be tired by waiting,
Or being lied about don't deal in lies,
Or being hated don't give way to hating,
And yet don't look too good, nor talk too
wise.

If you can dream and not make dreams your
master,

If you can think—and not make thoughts
your aim;

If you can meet Triumph and Disaster
And treat those two imposters just the
same,

If you can bear to hear the truth you've
spoken,

Twisted by knaves to make a trap for
fools,

Or watch the things you gave your life to,
broken,

And stoop and build 'em up with worn-
out tools.

If you can make one heap of all your win-
nings

And risk it on one turn of pitch-and-toss,
And lose, and start again at your beginnings
And never breathe a word about your loss;
If you can force your heart and nerve and
sinew

To serve your turn long after they are
gone,

And so hold on when there is nothing in you
Except the will which says to them, "Hold
on!"

If you can talk with crowds and keep your
virtue,

Or walk with kings—nor lose the common
touch.

If neither foes nor living friends can hurt
you,

If all men count with you, but none too
much;

If you can fill the unforgiving minute
With sixty seconds worth of distance run—
Yours is the earth and everything that's in
it,

And which is more—you'll be a man, my
son!

RUDYARD KIPLING.



Launching Party of The Submarine S-5.



CAPTAIN CHARLES PHILIP SNYDER.
Assistant Industrial Manager.

Captain Charles Philip Snyder was born in Charleston, West Virginia on July 10, 1879. He was appointed to the Naval Academy from the State of West Virginia on the 20th of May, 1896, and was graduated in 1900.

Immediately upon graduation from the Naval Academy he was assigned to the Naval Torpedo Station at Newport, R. I., where he took a special course in torpedo construction. After finishing this course he was assigned duty on board the U. S. Battleship ALABAMA on which ship he remained four years. From the ALABAMA he was assigned duty on the U. S. S. CHATTANOOGA where he remained a year. The CHATTANOOGA was one of the ships in the squadron which brought back the body of Paul Jones from France.

In 1905 he was assigned duty as instructor in higher mathematics and navigation at the Naval Academy, which duty he held for two years. While at the Naval Academy he advanced to the grades of Lieut. j.g. and Lieut. respectively.

His next assignment was on board the U. S. S. VERMONT on which ship he cruised around the world, and while on the Asiatic Station he was ordered to the U. S. S. CLEVELAND as Executive Officer. Captain Snyder returned from the Asiatic Station as Chief Engineer of the U. S. S. MARYLAND, now renamed the FREDERICK.

His next assignment was again to the Naval Academy where he served for three years in the same departments as before, namely instructor in higher mathematics and navigation. While at the Naval Academy, he made several practice cruises and on one of these cruises he was Senior Engineer Officer of the U. S. S. MASSACHUSETTS. Upon his completion of duty there he was ordered to report as Navigator of the Dreadnaught DELAWARE on which ship he served three years, during which time the fleet cruised to Europe and was engaged in operations off the coast of Mexico.

In 1916 Captain Snyder was ordered to Washington, D. C., where he was placed in charge of the Division of Chart Construction, in the Hydragraphic Office. In this division all charts for the Navy are planned constructed.

Upon the outbreak of the War he was ordered to command the U. S. S. OREGON, which was operating off the Pacific coast. Early in the spring of 1918 he was transferred to the command of the U. S. S. MONGOLIA which is a twenty-seven thousand ton transport. He was in command of this ship during the summer of 1918 throughout great troop movements from America to Europe. Captain Snyder was then transferred for the remainder of the war to the command of the U. S. S. MINNEAPOLIS which was engaged in escorting convoys to Europe.

Upon the signing of the Armistice, Captain Snyder took the U. S. S. MINNEAPOLIS by way of the Panama Canal to the Pacific Ocean for duty as Flagship of the Commander of the second division of the Pacific Fleet. On November 26, 1919, Captain Snyder reported for duty as Assistant Industrial Manager of the Portsmouth Navy Yard, Portsmouth, N. H., relieving Captain H. L. Wyman.

CRUMBS FROM THE DRAFTSMEN'S BANQUET.

Did he Potter on the back? I'll say he did.

Mr. Case. Now gentlemen we all want to go to work and be optimistic just like Capt. Adams told us to do. Laughter. Gentlemen I meant what I said seriously. More laughter.

BY WALT MASON.

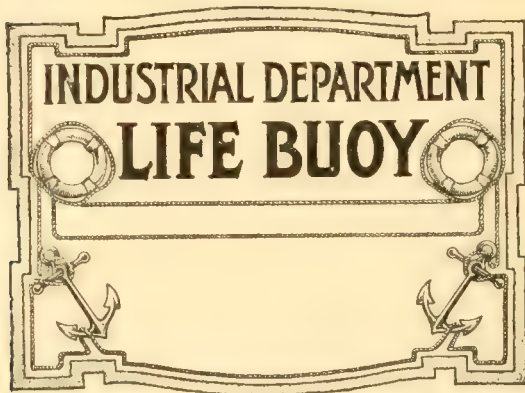
Life is gay and blithe and sunny since the peace dove hit the breeze; every one is burning money just as though it grew on trees. I insist on thrift and saving, but there's none to heed my words; johnnies say that I am raving, and throw money to the birds. Men are drawing princely wages, and their breasts are filled with mirth, and they jeer foreboding sages who predict a day of dearth; but that day will come as surely as tomorrow's sun will rise; things will then be going porly with the giddy spending guys. Things won't boom along forever as they're booming now, my friends; and the man who's truly clever saves as ably as he spends. It is patent to the knowing, in expensive times like these, that the kopecks won't be growing always on the shrubs and trees. There will come a day of trouble, when this boom is left behind, and the kopeck and the ruble will be mighty hard to find; happy then the lads whose wages have beer safely placed in brine, who obeyed the seers and sages, when the saving graft was fine. And how sick will be the mortals who like spendthrifts now behave, who reply with jeers and chortles when we call on them to save.

The heights by great men reached and kept
Were not attained by sudden flights,
But they, while their companions slept,
Were toiling upward in the night.

Longfellow.



Mast House with Bridge to Seavey's Island. Taken 1892.



Editor-in-chief R. W. Ryden
 Editor J. R. Hugelman
 Associate Editor H. L. Hartford
 Associate Editor and
 Business Manager M. O. Richards

REORGANIZATION, REPORTORIAL STAFF.

In accordance with the recent reorganization of the reportorial staff from the various shops, the following employees were selected to represent their shops:

Boat shop, Charles F. Tucker.
 Boiler shop, F. C. Drury.
 Electrical Machine Shop, C. D. Hackney.
 Electrical shop, Clifford Pike.
 Foundry, D. H. Connor.
 Joiner shop, Mr. Meloon.
 Laborers and Riggers, W. H. Palfrey.
 Spar shop, Fred H. Wilson.
 Smith shop, Mr. Frank Soule.
 Shipfitters shop, B. P. Perkins.
 Sheet Metal shop, John Meegan.
 Structural shop, W. P. Young.
 Machine shop, inside, R. E. Goldsmith.
 Pattern shop, Elizabeth A. Corocran.
 Transportation, L. H. Tetherley.

INDUSTRIAL RELATIONS.

The present industrial unrest has been precipitated largely by two factors—an attempt to compel collective bargaining, and the high cost of living—but underlying the whole movement is a force working toward readjustment of industrial relations.

Labor, having been denied in the past what it considered its rightful share in the fruits of industry, has taken advantage of conditions created by the war and, conscious of its strength, is now asserting itself.

Capital has found it easier to meet Labor's demands and pass the burden on to the consumer without getting at the root of the

problem, with the result that the situation has become aggravated instead of better.

The problem is so complex as to almost defy solution, but certain conditions exist that must be wiped out before any progress can be made. Among these are:

The supposed law of supply and demand has fallen down, because

1.—There is profiteering on the part of both Capital and Labor.

2.—There are indications of attempts by Capital and Labor to limit production.

But rectifying these conditions will not alone effect a solution; certain fundamentals must be recognized by both sides.

1.—In the final analysis all wealth is the product of labor, but not of manual labor alone, as is mistakenly argued by one class. The trouble has been in evaluating, respectively, labor of the hands and of the brain.

2.—It is not enough to say that Capital and Labor are partners. Labor must be shown

3.—Management must not assume that it is accountable to Capital alone, and it can no longer regard labor as a commodity to be bought and sold.

4.—On the other hand, Labor must be shown that its demands must not be such as to stifle the very industry upon which it is dependent for its livelihood.

5.—Both Capital and Labor are responsible to the public.

With these facts in mind the speediest relief may be expected through increased production with Labor assured of an adequate wage, legitimate Capital a fair return, and INITIATIVE a reasonable profit

EDITORIAL.

ORGANIZATION MANUAL FOR THE INDUSTRIAL DEPARTMENT

Captain Wyman, the late Assistant Industrial Manager, has recently compiled the organization manual for the Industrial Department and prepared it for issue to various officers, foremen and other interested persons. This manual consists of a description of the duties of the various officers and employees of the Department, beginning with the Secretary's general order establishing the Industrial Management system at this Navy Yard. While the duties and responsibilities of the various Department heads and assistants are known and understood, it has been a difficult matter to collect all of this information and publish it in book form. It is needless to say that it has been done in a most thorough manner. A chart showing graphically the organization of the Department is printed in this is-

sue of the Life Buoy. This chart shows the relations that exist between the different divisions and Departments, and is of great assistance in acquainting a person new to this organization with its general scheme. A careful reading of the manual is necessary, however, in order to thoroughly understand the details of the organization.

Portion of the manual of special interest to foremen is that which contains the standing orders. These orders are issued by the Manager from time to time and consist of rules, regulations, orders, etc., which are of a permanent nature.

Another section of particular interest is that which contains the description of the organizations published by the Shop Superintendent and the various division heads. Since the details of such organizations depend upon the personnel available, it is natural that changes will have to be made from time to time, and for that reason these organizations are described in appendices.

We believe that Captain Wyman has cause to feel proud of the work that he has done in preparing this manual, and we also feel that the Industrial Manager and all officers of the Department have ample cause to take pride in their connection with this Industrial Department. It can be said without fear of contradiction that every officer who has come to this Yard and become acquainted with the system of management in effect here has declared it to be the simplest and most efficient of any of the many different kinds in operation in the various Navy Yards of this country.

PROSPECTS OF WORK DURING THE FIRST SIX MONTHS OF 1920

With the receipt of information from the Navy Department concerning the funds available under the Bureaus of Construction and Repairs and Steam Engineering for work at this Yard, it is possible to determine with reasonable accuracy the size of the force that will be employed during the next six months. Should Congress authorize the expenditure of additional funds the rate of expenditures here will be greater than now contemplated, since authorized work on ships is now being held up owing to the lack of funds.

In round numbers the amounts allotted by the Bureaus above mentioned for general work from January to June, inclusive, totals \$730,000. This amount is exclusive of allotments for the construction of submarines and also of allotments for certain work on destroyers considered a part of their original cost. However, of the \$730,000.00 a very large percentage, approximately one-half, is required

for the payment of labor other than that engaged on productive work. Owing to the fact that a large number of vessels are laid up at this Yard, fixed charges for their care and preservation amount to a considerable sum. From the funds allotted to this Yard, pay of the civilian personnel in the offices of the Superintending Constructor and Inspector of Machinery at Bath, Maine, is taken. Then in addition a very considerable amount is that which goes to pay for all leave and holiday, supervision charges and miscellaneous charges entering into the overhead expense. As a result, only about 365,000.00 will be available for the payment of labor engaged on ship work.

The expenditure of \$365,000.00 during the next six months will not permit any increase in the rate of completing the repairs on ships here; no additional workmen can be taken on, and at the end of six months there will still remain a considerable amount of work already authorized which has not been completed. On the other hand, the number of men engaged on ship repair work will probably not suffer any reduction, but such reductions as must take place will be the result of a natural falling off in the work of building submarines. On December 1, 1919, there were 3653 employees in the Industrial Department, exclusive of members of the clerical, messenger, drafting and inspection force. By January 1st that number had been reduced to 3500. It is estimated that the winding up of work on the submarines and the completion of certain work on destroyers, paid for by appropriation "Increase of the Navy" will necessitate a gradual reduction in the force amounting, by July 1, to about 750.

The above is an estimate of the worst that could happen to the Yard. Should Congress pass a bill appropriating additional money for the Navy it is quite certain that the Bureaus will allot more money to this Yard in order that authorized work can be promptly carried to completion.

If this is done the management will be in a position to call on more mechanics, or at any rate retain those who would otherwise have to be discharged. It is possible that even better things might happen, for it is understood the Department has under consideration the question of awarding this Yard the contract for more submarines. Congress has authorized the building of nine fleet submarines, and if any or all of them are to be built, this Yard rightfully feels that it should have its fair share of them. No other Yard is as well equipped or as experienced in building submarines as this Yard, and cer-

tainly no other Yard, either Government or private, has made a better record than has this Yard in the construction of boats of the S class. Unless authorized in the near future, the construction of additional submarines would not materially affect the Yard pay roll during the period discussed above, for the reason that a number of months would elapse before the necessary material could be procured. However, the benefit to the Yard during the latter part of the calendar year and during one or more succeeding years, depending upon the number of boats authorized, would be vary marked.

OWN A HOME.

Any man who really desires to, can own his own home. It requires saving and sacrifice, but, remember, everything worth while must be striven for and when you have accomplished the owning of your home you will soon begin to appreciate the real joy of living. The man who owns his own home, or has the home-owning instinct is generally regarded as a responsible and desirable citizen.

Today most of us have a real incentive to buy, due to the rental increases imposed upon us by some of our landlords, but just as soon as we receive a salary increase, or rents stop going skyward, we settle back into our old way of things and live the easiest way.

A man's own home is a kingdom of which he is the undisputed monarch. It is his haven for declining years and if stamped with his individuality, is his monument when life is done.

A current magazine recently printed the philosophy of home ownership which is so expressive we believe it worth reproducing here:

"HOME"

"The most sacred spot upon the face of this earth is that holiest of sanctuaries—HOME!

"Whether it is a great mansion which decorates the brow of the hills, or a country estate, or a little cabin built of logs, in the fastness of the wilderness, it is the one place where love drowns the disappointments and builds hopes for the morrow.

"It is the place where husband is king and wife is queen!

"The noblest aim of man and woman is to build a home. The desire for a home is the most deeply rooted impulse of the human heart! It is the first thought of the Prince Charming and the Maiden Fair.

"A home-loving nation is a God-loving nation! It is an encouraging sign to note that Anarchists, Bolsheviks, Agitators and

Destructionists are neither builders nor owners of HOMES! Where the home instinct is found reason and justice reign.

"Home is the hallowed chamber of love wherein we receive from the Creator our first breath of life. It is the Palace-Royal of MOTHER, that patient, loving soul who, with tender eagerness, stretches out her hands and takes into her arms the most precious of Divine gifts, the baby!

"Home is the eternal lodestone which attracts the mating instincts of men and women; it is the mile-post which marks the progress of evolution of the human race.

"No man can be called a failure who has built a home and raised a family! Every home, whether large or small, whether owned by the rich or the poor, is a landmark of progress of the nation.

"The first duty of every American citizen worthy of the protection of this great democracy is to build and own a home. Home-builders are nation builders."

ACHIEVING SUCCESS.

It has always seemed to me that in life there are two ways of achieving success or of achieving what is commonly called greatness. One is to do that which can only be done by the man of exceptional and extraordinary abilities. Of course, this means that only this one man can do it, and it is a very rare kind of successor of greatness.

The other is to do that which many men could do, but which, as a matter of fact, none of them actually does. This is the ordinary kind of success or kind of greatness.

Nobody but one of the world's geniuses could have written the Gettysburg speech, or the second inaugural, or met as Lincoln met the awful crisis of the Civil War. But most of us can do the ordinary things, which, however, most of us do not do. My own successes have come within this second category.

Any fairly hardy and healthy man can do what I have done in hunting and ranching if he only really wishes to, and will take the pains and trouble, and at the same time use common sense.

Any one that chose could lead the kind of life I have led, and any one who has led that life could if he chose—and by "choosing" I mean, of course, choosing to exercise in advance the requisite industry, judgment and foresight, none of them to an extraordinary degree—have raised my regiment or served in positions, analogous to those in which I have served in civil life.

—THEODORE ROOSEVELT.



COMMANDER JAY HALE SYPHER.

Aid to the Commandant.

Commander Jay Hale Sypher was born in New Orleans, La., on the 15th of March, 1871. His parents, however, made their home in Pennsylvania.

He was appointed in 1887 to the Naval Academy from Arizona, when that state was still a territory, and was graduated from the Naval Academy at Annapolis in 1891.

His first cruise as a Midshipman was on the U. S. S. NEWARK. As a Midshipman on the old KEARSARGE he first visited the Portsmouth Navy Yard. This is a striking coincidence as the old KEARSARGE was built on the Portsmouth Navy Yard.

Commander Sypher served several times at the Asiatic Station and crossed the Pacific during the Spanish war, as an officer on the MONITOR MONADNOCK. In 1898 he was ordered to the War College where he took the full course. In 1906 he was made Lieut.

Commander and ordered to the BATTLESHIP MISSOURI as navigating officer, later was assigned duty of Superintendent of Compasses at the Naval Observatory in Washington, D. C. While holding the rank he was directly responsible for the introduction of the gyro-compass in the American Navy. Commander Sypher speaks with considerable interest of this introduction and rightly, as it was a marked change to make.

In 1911 he was made Commander and was immediately ordered as Executive Officer to the U. S. S. FLORIDA, which was being built at the New York Navy Yard and which, at that time, was the newest and finest dreadnought in our navy. Following his command of two years on the U. S. S. FLORIDA, he was ordered to command the battleship MISSOURI, on which vessel he had made a trip around the world previously as navigator. He did not, however, remain long in com-

mand of the MISSOURI, but was assigned to the duty of Senior Assistant to the Aid for Material at Washington, D. C. Upon the detachment of the Aide for Material he acted as Aide for several months while the formation of the Office of Operations was taking place.

In 1915 he was ordered to the Asiatic Station as Chief of Staff with the Admiral who had been Aid for Material at Washington, where Commander Sypher served until the outbreak of the war. Upon his arrival in America and after a brief stay in Washington, he was sent to Ireland.

Upon his arrival in Ireland he was placed in command of the reserve base for supplying men to all our destroyers which were operating at that time from Queenstown. After the American troops began to arrive in numbers, it became necessary to establish a base at Southampton, England, which became the outlet to France for the American troops landed in England. After establishing a base at Southampton he was placed in command. About a million troops passed through this port during the time he was in command.

It was for his excellent service rendered there that he was decorated by the Prince of Wales, during the recent trip of H. R. H. to America, and made a "Commander of the Order of the British Empire."

He was detached early in 1919 from Southampton, England, and returned to America where, after a brief period of waiting orders, he reported to the Portsmouth Navy Yard as Aide to the Commandant. Upon detachment of Rear Admiral

C. J. Boush, he became the Acting Commandant, which duty he held until the arrival of Rear Admiral Alexander Seaman Halstead.

THE SQUARE BOSS.

A square boss is one of the greatest blessings of God, and a tower of strength for civilization in any community.

The foreman or superintendent who is on the level with his men; who does not stoop to play the petty tyrant, to invite truckling; or to air his own small greatness; who tries to understand his men, one and all—who has a sympathetic or a kindly word for them and an ear for their difficulties and problems; who will stand by his men and up for them; who, when a man is right, has courage enough to say he's right to anyone; and who, when he himself is wrong, is man enough to say, "I'm wrong!" so everyone can hear him, and harbor no lingering resentment toward the fellow who turned out to be right; who will keep jealousy out of his heart as he would keep a wild cat out of his home; who won't play favorites, regardless of race or personal preference; who won't sacrifice the weak and peculiar and less attractive among those under him to win popularity with the personal and strong, who will give every fellow an even chance every day.

A man like that can prevent more trouble than a regiment of soldiers can cure.

In this critical time of the world, the Square Boss can do much to win the victory for civilization.

KODAK PARK BULLETIN.



Ship houses Nos. 1 & 2 which stood on The Present Site of The New Submarine Ways, Taken 1892.

SOME LESSONS OF THE SOVIETS.

In the great Moscow mining district under capitalism in 1917 there were raised 50,000,000 poods of coal; and in 1918, under the efficiency of the Soviet, only 22,000,000 poods.

In 1914-15 twenty-five Russian mills, under the blighting influence of bourgeois capitalism, produced 10,000,000 poods of sugar; while in 1918-19, under the benign stimulus of the Soviet, their product was 2,000,000 poods. How quickly would our scarcity be transformed into a surplus if only we were wise enough to adopt the Soviet!

Note general industries. Before the Soviet came, in Petrograd there were 400,000 workmen, of whom 250,000 were in the various metal trades. After seven months of the Soviet there were, all told, 120,000, of whom 64,000 were metal workers. And today the grand total of workmen in all trades is scarcely 75,000. Thus mightily does the Soviet promote the industrial arts.

Perhaps it is well. If the former numbers were kept at work under the Soviet, goodness only knows what would not happen. The printing trades of Petrograd in the last half of 1918 showed a deficit of 13,500,000 rubles. The numbers of workmen were reduced, yet still in the first half of 1919 the deficit was 33,710,000 rubles. The numbers were still further reduced, but despite that fact it is estimated that the deficit for the last half of his year will be more than 47,600,000 rubles. Great are the profits of the Soviet!

How can these things be? Perhaps some light will be thrown upon the business management of Sovietland by the fact, officially reported, that a group of industries in 1918 produced goods valued at 143,000,000 rubles, and to effect that production paid in wages 648,000,000 rubles. How American manufacturers must envy a system under which four and a half dollars are paid in wages to produce one dollar's worth of goods!

Obviously, this must lead to one of two things: Reaction or ruin. It came mighty close to the latter, and then swung sharply to the former, until under Bolshevism more tyrannical and arbitrary methods were employed than the bourgeois capitalists of Czarism ever dared contemplate. Coercion, lockouts, deprivation of food ration cards, enforced labor, are the resorts of the Soviet to stimulate production. "Whereas", says Nicholas Lenine, "up to now the workingman has been complete master of the factories, today the Revolution demands the unqualified submission of the working-man to the directors of all undertakings."

Such is the benign freedom of the Soviet, in which the workingman is emancipated from wage-slavery and from the oppression of the capitalist and is made the controller of his own industry. Last June the six-hour day was abolished by arbitrary decree, and there was substituted a 48-hour week in industry, and a 66-hour week in agriculture. True, wage slavery was abolished, and in its place was put the piece system, so hated of our labor unions. But even piece workers were compelled by law to work 48 hours a week, and were penalized if they were late at their places or if they slighted their work.

Under our benighted non-Soviet system, men would strike against such treatment. But in Sovietland if they try striking they are met with a lockout ordered by the Government, and with deprivation of their food ration cards, and are thus starved into submission.

Such are the practical object lessons which the Soviet presents to the world. We commend them to the consideration, out of the feather-brained parlor Bolsheviks but to the hard-headed workmen of America whom the former are trying to blandish and seduce. Before talking about adopting the Soviet system here, it is well to understand what the Soviet system means.

HAPPINESS

To be happy one must want to be happy. Happiness is the child of our will. The stronger this is the finer is its product. There are persons who are happy by grace of mere chance. That is an ephemeral happiness; the slightest breeze upsets it; the most trifling adversity uproots and destroys it. To establish it firmly nothing is so effective as the effort of our will. When we determine to be happy at any cost, when we bend our life to the exigencies of our happiness, this rises majestic and triumphant before and in the face of all things.

Thought, subjugated by our desire to be happy, breathes upon the frowns of fortune and changes them to smiles. Then we laugh even at fate, which can certainly do much, but cannot insinuate itself into our consciousness if this, sufficiently armed, repels its adversaries.

JEAN FINOT.

When you hear an ill report about anyone, halve and quarter it, and say nothing about the rest.

SPURGENO.

PORTSMOUTH, N. H., NAVY YARD MUTUAL AID ASSOCIATION.

January 24, 1920,

FINANCIAL STATEMENT AS OF DECEMBER 31, 1919.

TOTAL COLLECTIONS. \$7,433.85

Cash on hand undeposited	\$ 135.99
Deposit First Nat. Bank	6,599.86
Deposit Piscataqua Savings Bank	500.00
Deposit Portsmouth Savings Bank	200.00
Total	<u>\$7,435.85</u>

TOTAL EXPENDITURES 4,636.57

Total Expense of Association	167.78
Overhead Printing, Postage, etc.	
Death Benefits, 2, (Settled)	105.10
Sick and Accident Claims, 136, (Settled)	
Amount Paid to date	3,625.04
Sick Benefit Claims, pending 13	738.65
Total	<u>\$4,636.57</u>

STATEMENT OF CASH ON HAND 2,799.28

First Nat. Bank Checking Account	635.91
Piscataqua Savings Bank	
(With interest earned to Jan. 1, 1920.)	1,013.71
Portsmouth Savings Bank	
(With interest earned to Jan. 1, 1920.)	1,013.07
TOTAL CASH ON HAND (in Banks)	<u>\$2,663.29</u>
Cash on hand, undeposited	135.99
TOTAL CASH ON HAND	<u>\$2,799.28</u>



**COMMANDER LUCIEN FRANK F.
KIMBALL, U. S. N.**

Engineering Superintendent.

Commander Lucien Frank Kimball, U. S. N., was born in Chelsea, Mass., on June 23, 1885. He was appointed in 1903 to the Naval Academy from the state of Vermont and was graduated on the 12th of September, 1906.

Immediately upon his graduation from the Naval Academy he was assigned as Midshipman on the U. S. S. GEORGIA, on which ship he sailed around the world. He was assigned to the U. S. S. GEORGIA for two years and at Manila was transferred to the U. S. S. PANTHER, on which ship he completed his cruise around the world. In 1910 he was assigned to the U. S. S. SOUTH CAROLINA, on which ship he visited England, France, Denmark, Sweden, Germany and Russia. While on the U. S. S. WHEELING he cruised in Central America and the west Indies and was advanced to Lieutenant Junior grade.

In July 1913 he was assigned the duty as Outside Superintendent of Machinery Division at the Boston Navy Yard, which posi-

tion he held until July 1915. While at the Boston Navy Yard he was advanced to Lieutenant. Senior grade.

In July 1915 Commander Kimball was assigned to the U. S. S. SAN FRANCISCO as Engineering Officer and in October 1916 as Executive, Mining and Survey Officer. Just before the declaration of war the U. S. S. SAN FRANCISCO was sent to Santiago, Cuba, to protect the lives and property there during the Cuban Insurrection. Landing Forces from the U. S. S. SAN FRANCISCO, U. S. S. OLYMPIA, U. S. S. MACHIAS, and approximately two hundred marines were landed and stayed a period of about ten days. Commander Kimball was in charge of the combined landing forces. When war was declared the U. S. S. SAN FRANCISCO was with the fleet in Cuba as Flagship of the mine force. For a period of time after the declaration of war, the mine force guarded the entrances of Guacanayabo Bay against submarine attacks. Early in 1917 the mine force including the U. S. S. SAN FRANCISCO came north with the fleet to Hampton Roads.

As no submarine defenses were provided for protection to the fleet at Hampton Roads

the mine force was assigned the duty of manufacturing and laying trap nets. Submarine trap nets were laid during the summer of 1918 across the entrance to York River, Chesapeake Bay, Long Island Sound and at Newport, R. I. Commander Kimball had supervision of a large part of this work. Upon the completion of this work the U. S. S. SAN FRANCISCO was assigned the special duty of testing our inventions to combat submarines. During this assignment the principal experiments in connection with the new American mines were carried out.

Upon the approval of the project to mine in the German submarines in the North Sea, the U. S. S. SAN FRANCISCO together with the BALTIMORE was assigned the duty of the training and the preparation of the crews which were to operate the mine planters.

On May 11, 1918, the U. S. S. SAN FRANCISCO with four other mine layers left the United States for Scotland, arriving at Inverness on the 26th of May. The other mine layers arrived separately. Fifty-six thousand mines were laid in the mine field located between Scotland and Norway. The U. S. S. SAN FRANCISCO was the Flagship for the mine laying squadron.

During the operation of laying this Mine Barrage he was Squadron Mining Officer and Squadron Construction Officer of the Mine Force. He was advanced to the grade Lieutenant Commander in August 1917 and from that grade in September 1918 he was advanced to Commander.

Commander Kimball returned on the U. S. S. SAN FRANCISCO from Europe arriving at Hampton Roads on January 3, 1919.

He was ordered to the Portsmouth Navy

Yard on May 23, 1919, as Engineering Superintendent but did not take over his actual duties until November 25, 1919, when he relieved Commander J. E. Palmer.

SAFETY COMMITTEES.

At recent elections held in the various shops in the Yard, the employees mentioned below were elected Members of the Safety Committee by the employees of each respective shop. Monthly safety meetings will be held and the following subjects discussed: Belting, Chemicals, Chipping, Cleanliness, Construction Work, Electrical Apparatus, Elevators, Emery Wheels, Fire Precautions, Hoisting Machinery, Inspections, Machinery in General, Railroad Hazards, Sanitary Conditions, Ventilation, as well as other subjects too numerous to mention

The following employees were elected from their respective shops: Boat Shop, Mr. Chester R. Norton; Boiler Shop, J. R. Maloon; Electrical Machine Shop, M. O. Delano; Foundry, D. H. Connor, J. W. Lawless; Laborers & Riggers, William Laird, Joseph Pruett; Machine Shop Inside, L. E. Hawkins, C. S. Lovell, O. E. Taylor, Sidney Rand; Paint Shop, W. E. Grogan, E. E. Otis; Spar Shop, Charles Claus, Howard G. Philbrook; Smith Shop, Fred Reckendorf; Shipfitters Shop, E. L. Butler, A. J. Caswell, G. H. Coffin, J. B. Chapman, C. Fernald, J. M. Foye, O. A. Goodwin, A. H. Grant, C. T. Patey, L. H. Whitney; Sheet Metal Shop, H. H. Call, C. H. Prime; Smelting Plant, B. J. Doherty; Structural Shop, J. P. Dennis, H. C. Maker, W. S. Philbrook; Pattern Shop, J. H. Foye; Transportation Shop, F. Dyer, F. Langley; Electrical Shop No. 89, James R. Blethrode, Albert H. Huntoon.



Birdseye View Water Front Navy Yard Taken 1892.



EMPLOYEE'S EYES SAVED.

On the 13th of December, 1919, O. G. Hamilton, machinist, an employee of this Yard, whose photograph is above shown, fortunately escaped the total loss of vision.

While Mr. Hamilton was engaged in leading down bolts in a concrete floor and as his work was about completed a sudden explosion occurred due to the fact that there was excessive moisture in the hole in the concrete that he was filling with lead. The lead from the explosion spattered over the clothing of Mr. Hamilton and burned his ears, forehead, hands and portions of his face.

From a close observation of the photograph splashes of lead may be seen adhering to the lenses of the goggles that he wore. There seems to be no question whatsoever that if Mr. Hamilton had not worn his **SAFETY GOGGLES** that he would have had his eyes severely burned.

The moral of the above photograph is, "Wear your **SAFETY GOGGLES** at all times."

INFECTION.

You Risk Infection 119 Times a Day Says Captain Palmer, Sanitary Corps, U. S. A.

Recommends Eliminating Custom of Shaking Hands to Reduce Contact Infection.

A list of one day's opportunities for infecting the hands through contact with the hands of other persons or with articles handled by others recorded by Captain G. T. Palmer, Sanitary Corps, Washington, D. C., from personal experience shows a total of 119 risks which are summarized as follows:

Touching hands to articles that were or might have been touched by others immediately before	87
Shaking hands	5
Carrying to mouth articles possibly infected by others	17
Hand brought in contact with nose indirectly through handkerchief	7
Hand brought in contact with mouth directly	2
Chances of acquiring infection through laughing of others	1

To this summary Captain Palmer adds the following three common opportunities for infection to which he apparently was not ex-

posed on the day covered by his record:
 Chances of acquiring infection through
 sneezing of others 0
 Chances of acquiring infection through
 coughing of others 0
 Chances of acquiring infection through
 kissing 0

Captain Palmer then says: "Mere infection of the hands is, of course, immaterial. It is the carrying of the infected hand to the mouth or nose, which constitutes the danger. In the present instance the hand was brought in contact with the mouth or nose, either directly or through food, or through handling a handkerchief 14 times, 7 times in the case of the mouth and 7 in the case of the nose. This represents the experience of one to whom keeping hands out of the mouth is second nature. But what of the person who is unconscious of the hand to mouth habit? There is no question but that the hand travels to the mouth much more frequently with the average individual.

"Several lessons of practical value suggest themselves from the above related experiences. They are:

"1. That we should use handkerchiefs one side of which is conspicuously colored or marked so that we may always apply the hands to one side reserving the other side for the nose. This will protect our own nose from our hands perhaps infected by other people; our own hands from our own nose, perhaps infective for other people.

"2. That we should abandon the universal practice of shaking hands, substituting some other less intimate method of salutation, like the military salute."

BASKET BALL TEAM.

A basket ball team was recently organized and the success of the team seems to be insured.

The team is equipped with complete uniforms consisting of a crimson jersey and steel grey pants, with crimson stockings and basket ball shoes. Each player has a number on the back of his jersey so that spectators may readily see who is doing the shooting.

Among the employees who are on the squad are: John A. Waite, center, building No. 89; Bernard Hennesey, back, No. 89; L. Morrow, back, Shipfitters; Supply Department, J. Timmons, forward; Supply Department, Henry Weaver, back; Laborers and Riggers, Harry Roberts, forward, Shipfitters.

BOWLING TOURNAMENT.

On the afternoon of the 24th of November, 1919, an athletic conference was called by the Athletic Officer of the Yard, with special

reference to the organization of a bowling tournament.

It was decided to organize a league and the following teams entered the tournament. Industrial Department, U. S. S. BELL, U. S. S. GRIDLEY, U. S. S. HUNTINGTON, U. S. S. LANSDALE, U. S. S. SOLACE. The Industrial Department as usual started off by winning its first match against the U. S. S. GRIDLEY. On Wednesday, December 3rd, the Navy Yard team out pinned the U. S. S. GRIDLEY by approximately 200 pins.

Industrial Department.

Brownell	142	103	135	380
Isley	108	87	85	280
Kingsbury	161	135	168	464
Renner	139	179	140	458
Crowell	126	139	143	408
	676	643	671	1990

U. S. S. Gridley.

Clasner	100	133	158	391
Gridden	87	82	92	261
Barmey	126	147	91	363
Carrithers	122	139	126	387
Johnson	156	101	139	396
	591	602	606	1799

On Friday, December 5, 1919, the Industrial Department won from the U. S. S. BELL by a pin fall of some 275.

Industrial Department.

Isley	119	92	115	326
Brownell	148	127	114	389
Kingsbury	190	157	133	480
Renner	134	143	146	423
Crowell	135	134	110	379
	626	653	608	1997

U. S. S. Bell.

Haskins	141	100	123	364
Bracket	124	141	85	350
Turkildson	83	85	152	320
Gilmour	98	128	143	369
Gross	79	114	129	322
	425	568	631	1725



Old Boiler Shop 1892.

(Continued from page 8)

never permanent. We have got to be able to show that it is to the Government's advantage to assign the work here. Our own personal prosperity is therefore in our own hands. Only the most efficient plants or Yards will win out in the struggle and the same is true of the individual. It is only by doing his very best that a man can rise. No man can get ahead in the world by loafing on his job or by doing it in a longer time than is necessary. Neither can such men expect to be retained for any length of time.

At the present time we are claiming the construction of the new submarines on the basis of merit and our showing on this work in the past. We are more than a year ahead of private firms in the deliveries of the first of the "S" class of submarines. Quick work means economical work, and we likewise have made a most creditable showing in the costs. It is very necessary that we continue to keep our costs down, and each one of us should strive with that end in view. No one man can do it, no matter where he may be placed in the organization. It has got to be accomplished by all of us working together and in close cooperation. Only a part of our submarines have been completed, and these have so far been a credit to the Yard not only in performance and quality of work, but also in cost and speed of construction. The same results must be accomplished in the completion of the remaining boats; in fact we have now had considerable experience in the work and we should be able to improve our past accomplishments. If we do not succeed in this, we need not expect future orders, for we shall not be entitled to them.

In the future the cost of our work is going to be charged with a considerably greater overhead expense than has been the case in the past. We have been running along for a good many years on an overhead percentage that has been too low. At the same time we have been keeping separate accounts under an experimental accounting system which will be put into full effect on March first. This will result in increasing our overhead charges to a large extent. Even so, we have a considerable margin in the costs of our boats already built, and this additional overhead will not seriously hurt us if we continue to turn out our work with economy and efficiency. We shall still be able to compete with private firms, but we can do so only by watching our costs and keeping them down and by each one of us striving for maximum efficiency in our work.

From an examination of the overhead at the several Navy Yards under the new ac-

counting system, it appears that Portsmouth is considerably lower than most, if not all of the others; in fact, in some cases our overhead will apparently be only a little more than half of that of some of the other Yards. This is a big advantage in our favor. The Management furthermore is investigating this matter in the greatest possible amount of detail in order to still further reduce our overhead under the new accounting system to the lowest possible figures consistent with adequate supervision and maximum efficiency. Everything possible will be done along that line. Foremen and others in charge have been instructed to work with the same end in view.

(Continued on page 37)

THE CARELESS SMOKER.

Have you ever seen a man light a cigar and then throw away the match while it was still burning? Have you ever watched a smoker knock the ashes from his pipe without heeding the bright sparks carried away by the wind? Have you ever noticed how people throw away cigar and cigarette stumps without taking the trouble to notice where they fell?

It costs the United States \$165,000 a week, or sixteen dollars a minute to allow such habits to persist, not taking into consideration the lives lost, the homes destroyed and the factories wrecked by careless smokers.

Every year the United States raises more than one million pounds of tobacco, and large quantities are also imported from other countries. To light that amount of tobacco, it has been estimated that five thousand matches are struck every second. Five thousand matches lighted by smokers every second! No wonder the careless smoker is considered such a dangerous person.

Have you ever stopped to think why there are so many "NO SMOKING" signs? Perhaps you may have thought that the people in the places where these signs are placed disliked the odor of tobacco. Nothing of the kind. It is because the careless smoker is such a menace to life and property that it is safer to prohibit smoking. In fact, in many places the "NO SMOKING" sign is required by law. The New York Fire Prevention Bureau law on that subject is a marvel of brevity; it simply says: "There shall be no smoking in factories." This is because so many operatives work side by side in large rooms, perhaps on inflammable materials, and the danger to life is great.

One bright spring morning in 1911, a fire broke out on the tenth floor of a factory

building near Washington Square, New York City, and spread almost instantly over the whole floor. In a short time 147 girls who had been making shirtwaists, without a thought of danger, were killed by the flames or by leaping in terror from the windows. It is a shocking thing to realize that this frightful accident was probably caused by a careless smoker.

What can you do to reduce the fire loss due to the careless smoker? For one thing, you must be careful yourself as to where you throw matches, cigar or cigarette stumps, or as to where you smoke. Above all, don't smoke in bed—this bad habit is responsible for many fires and deaths each year.

Most fires, like most accidents, can be prevented by the exercise of a little care on the part of everyone. Are you going to do your share in preventing the loss? (Abstract National Board of Fire Underwriters.)

**U. S. S. ASTORIA.
Navy Yard, Boston, Mass.
8 December 1919.**

From: Commanding Officer.

To: Commandant, Navy Yard, Portsmouth, N. H.

Subject: Letter of Appreciation.

1. The commanding officer of the ASTORIA wishes to express to the Commandant his appreciation of the treatment accorded this vessel by the several Departments of the Portsmouth Navy Yard. During the stay of the ASTORIA at the Yard and whenever repairs, stores and supplies, use of trucks, use of labor from the Naval Prison, etc., were requested, the Yard Departments uniformly responded with courteous, prompt and helpful co-operation.

J. KATTERFIELD.

No. 80-9-845. 1st Indorsement.

Navy Yard, Portsmouth, N. H.,

Dec. 9, 1919.

From: Commandant.

To: Industrial Manager,

Supply Officer,

Commanding Officer, Naval Prison.

1 Forwarded for information.

A. S. HALSTEAD.

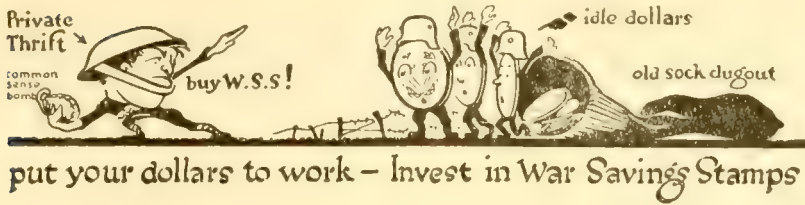
**LIST OF CHARITIES EXTENDED BY THE
CANDY COUNTER, MACHINISTS
AFLOAT BUILDING 89.**

W. Fernald, hauling wood	\$ 4.00
Dr. Preble, public health	2.00 00
Dr. Stone, Red Cross	15.00 00
C. Hall, charities	5.00 00
A. Whittier, coffee urn	25.00
J. Lothrop, phonograph	160.00
J. Lothrop, phonograph	115.00
Mrs. Geba, death	100.00

Mrs. Ames, death	100.00
Mrs. Smart, death	100.00
Mrs. Blaney, death	100.00
Leo Flynn, injury	50.00
J. Egan, injury	50.00
L. Jones, injury	50.00
W. Woods, sports	42.25
Tiffany, replace bottle	100.00
A. Dennett, Kittery Red Cross	500.00
W. Woods, sports	12.00
G. Carter, mat	6.08
Y. Gaudreau, sickness	45.50
J. Lothrop, music	7.50
S. Floathe, Salvation Army	100.00
M. Francis, death	100.00
Draper Maynard Co., sports	169.29
C. Allen, car old ladies	49.03
R. Vaughn, car	6.40
J. McDonadd, car	6.40
J. McFarland, old ladies	9.25
Mrs. Read, old ladies	15.00
Mrs. Hull, operation worthy case	150.00
N. Schanschoef, field day (welcome home)	64.00
W. Hester, sickness	100.00
H. Hartford, sickness	100.00
J. Hugelman, B. B. team	25.00
W. Woods, ball, bats	18.00
C. Button, sickness	100.00
R. Vaughn, car baseball	25.00
A. Garland, charity	25.00
W. Woods, bats, balls	22.25
R. C. Margeson, relief work Associated Charities	500.00
R. C. Margeson, overhead	100.00
Miss Dondero, charity	200.00
W. Woods, balls	7.10
H. Montgomery, phonograph	60.00
Mrs. H. J. Read, Old Ladies' Home Thanksgiving	25.00
Mrs. J. McFarland, Old Ladies' Home	25.00
W. Woods, athletic goods	48.00
Piano, Childrens' Home	500.00
Basket ball	48.00

\$5,015.25





DO YOU KNOW

the young fellow who works for \$25 a week and who is wearing a new winter suit that cost \$85?

the wage earner who loafes because he is afraid if he does too much he'll work himself out of a job?

the housewife who is ashamed to be seen with a market basket on her arm and to carry home a brown paper bundle?

the manufacturer who, when the price of raw materials and overhead goes up 5 percent and the cost of labor advances an equal amount, adds twenty-five to the price of his goods?

the factory girl working for \$18 a week who is buying and wearing a \$350 fur coat?

the man who lets a fresh clerk sneer him into buying a \$15 hat for fear he'll seem

"cheap" when he can buy a satisfactory one for \$7?

the investor who has traded his Liberty Bonds for a promise of a hundred percent profit in a stock company backed by a dishonest protmoter?

the married couple who do not think enough of their children to buy War Savings Stamps for them and to teach them to save?

the shopper who says "Wrap it up" instead of "How much?"

the man who says that the government savings securities, Liberty Bonds, War Savings Stamps and Treasury Savings Certificates are too slow or too small or too old fashioned for his investments?

IF YOU DO, YOU KNOW PRETTY WELL WHAT IS THE MATTER WITH THE UNITED STATES.

**PROTECT
YOURSELF
AND
FAMILY**

**JOIN THE
MUTUAL
AID**

HAZARDS—110-VOLT CIRCUITS.

Particular attention is invited on the part of all employees to the following cases where men have lost their lives, due to the fact that they considered low voltage circuits as not particularly dangerous.

Recently a ship worker was killed on a 110-volt circuit with an extension lamp cord, which to all appearances, was in an excellent condition. It is believed that the accident occurred in the following manner: The man was a ship caulker and was working in the false bottom of a hull under construction on the Ways. This false bottom was made up of water-tight compartments, running fore and aft and with transverse bulkheads at intervals throughout the length of the ship. In order to test the bulkheads, it was the practice to fill one compartment with sea water and to caulk the seams on the opposite side of the bulkhead at the places where the water might spurt through the seams. Due to the cramped quarters, the ship caulker hung the extension lamp cord around his neck, with the lamp hanging directly in front of his chest and then descended through the man hole, which was just large enough to admit him into the false bottom. The probabilities are that a spurt of sea water, which has a very high conductivity, struck the lamp and a film of water completed the circuit between the live shell of the lamp and the guard. When the man was discovered, he was dead and it appears that he was clutching the lamp guard in his hand with the arm across the chest as if he had tried to throw off the cord when he first felt the shock of the current.

A very pitiful instance occurred in a home where a mother was taken down with the Influenza during the epidemic of last fall. There were four children in the house and the older children were engaged in bathing the youngsters in the bath tub. An extension cord had been carried from an adjoining closet and the lamp was lying on the bath room floor. One of the youngsters in the tub in reaching over the edge, caught hold of the brass-shelled receptacle, which apparently had become defective or in some way crossed with the live side of the circuit, and was instantly killed.

A blacksmith, while standing on a dirt floor recently, picked up an extension cord with a brass-shelled socket and lamp with guard attached, and was instantly killed. In this instance, during the night there had been a very severe electrical storm and a discharge of lightning had broken down the insulation between the primary and secondary circuits of the lighting transformer. Unfortunately, the neutral wire of the secondary

circuit had not been grounded and the high potential of the primary circuit was introduced into the building. There was no warning or any evidence of trouble.

These illustrations are typical of many deaths and serious burns that occur daily. Special care and every caution should be taken by employees working around electricity and especially so when electrical wiring runs near water.

PORTABLE EXTENSIONS.

A man once lost in the woods on a dark night described the darkness well when he said it was as black as the inside of a cow. While his anxiety at being lost may have lent a sense of additional darkness, his feelings can be easily appreciated by those men who are so frequently required to work in out of the way places where daylight seldom, if ever, reaches and where artificial light is so infrequently needed that it is only taken there when emergency suddenly requires light or while work on repairs is taking place. Such occasions are almost without number and occur as frequently in the regular work of maintenance and repair in a factory as during those infrequent inspections done outside of the regular hours.

The electric portable extension has, beside the fire hazard, present the danger of electric shock and potential death unless recognized and otherwise guarded against. The use of lightweight lamp cord or old wire on which the insulation has become brittle permits even slight wear to break through the insulation. Unnecessary hauling about of even new and well insulated cord will cause the same thing. The use of long runs of wire, unsupported, causes the copper to stretch and may so reduce the cross section of the wire that the current carrying capacity becomes so large that heating and even sudden melting with a tendency to flash takes place at the reduced cross section. Single wires used for cord show this tendency to neck out even more than stranded cable or cord.

Many times bad kinks localize strains that break both insulation and wire when an attempt is made to pull them straight by sudden jerking. Whenever a cord has been coiled, it should be uncoiled by unrolling and not by paying out so that the cord lies like a corkscrew on the floor. In this form it kinks readily, snarls with rubbish and tools, and catches on staging and trips workmen. The habit of hanging long lengths of cord from nails may cut or crimp the insulation, thus causing short circuiting inside the cable, or over the nail.

Extension cord is subject to severe wear from being dragged over the ground and floors in gear, over and along sharp edges and exposure to water, oil, heat and chemicals. It is not uncommon to see bare spots on cords where the insulation has been rubbed off, and also small pieces of wire from stranded cable piercing the insulation in such a manner that they may cause a shock to persons handling the cord, or so charge other equipment that shock may occur by contact with it at points remote from its contact with the cord.

Frequently, in an emergency, very light-weight cords of small carrying capacity are picked up at random and used to supply small boring and reaming tools, fans, drills, and even several large lamps. The cord, being badly overloaded, heats so that the insulation is ruined and it may cause a fire or a shock when handled. Many times the bare lamp permits light from extensions to shine directly into the eyes of the workmen. This

results not only in poor work, but also blinds the workmen so that the moment they step from this brilliant light, they may fail to see clearly so that falls result.

One has but to mention the fact that 110 volts—the ordinary lighting and small electric fan and tool voltage—is frequently fatal to start a small riot of argument. The fact remains, however, that accident records show that nearly as many deaths result from this voltage as from the higher voltages. The only essential for a fatality is a good contact with the wires of a circuit or a source of current and with the ground. A small point of force will pierce a rubber sock, or a lamp guard gripped by the hand of a workman while in contact with the steel frame of a building or with steam, gas, water or sprinkler pipes or with his feet in a puddle of water is often sufficient to establish a circuit through the body.

SAFETY ENGINEERING



Riveters:

Holder-on:

Rivet Passer:

Rivet Heater:

Rear Admiral A. S. Halstead, U. S. N.

Captain G. L. Arceony, M. C., U. S. N.

Lieutenant T. F. O'Brien, C. C., U. S. N.

H. J. Ferns.

S. R. Morrissette.

SHOP NOTES

CHIPS FROM THE BOILER SHOP.

Here's to the boys at 96,
They handle all but shovel and picks,
And when they hear the blow of the whistle
There sure is some noise with the hammer
and chisel.

Here's to our little queen so fair,
The one, you know, with the nice brown hair.
And if she is just a tiny mite,
That little kid sure can fight.

A—stands for Al so kind and fair
When the flange machine breaks down
He sure can kick and swear.

B—is for Burnett,
Our chipper square,
When he starts chipping,
Just watch the air.

B—is for Billy,
Handsome and tall.
No wonder they flock to the playgrounds,
When he plays football.

C—is for Cammett,
The rivets to heat,
When a hard day's work appears,
He's never asleep.

D—is for Duggan from Manchester Square,
Girls, if we can't vamp him here, there's no
chance there.

D—is for Drury, the girl with a smile,
You never find her wearing a frown.

G—stands for Mr. Gamester, our master
staunch and true,
He is always willing and ready, to lend a
helping hand to you.

K—is for Kane, any Sunday he can be seen,
Running to catch the 2:15.

K—stands for Kingsbury, gentle and nice,
He steps around all day, giving good advice.

K—is for Knight, our toolkeeper fair,
When he gets angry, just watch his hair.

L—stands for Leith, the man of the hour,
He can erect anything, from a coop to a
tower.

L—is for Louie, pretty and sweet,
He trusts in nobody, without a receipt.

M—is for Murphy, the good old scout,
We all miss him, when he stays out.

M—stands for Mullen, from Amesbury,
Mass.

When it comes to making speeches, he's as
smooth as glass.

M—is for Malmquist, a happy man today,
But will never run around again, carrying a
full week's pay.

M—is for McIntire, handsome and tall,
When it comes to vamping women, he thinks
he owns them all.

R—stands for Ryan, the man of the day,
My! we do miss him, while he is away.

S—is for Smith, smart and bright,
When it comes to furnishing gum, Smithy,
you're all right.

FOUNDRY.

"HEARD IN THE SAND HEAP."

WE HEAR:

That Frank J. Donnelly aspires to be a
movie favorite. His ambition is to be like
Bryan Washburn. Your weight is against
you, Jake.

That Jere Crowley, our "expert" and mix-
er and long-winded talker bought a sickle to
keep the grass from growing high on Dick
Mullaney's floor.

That Frank Geagan, the fiend of Bangor,
Maine, is looking for a room with steam
heat. Why not buy an oil stove, Frank?

That Mike Herlihy, the utility man of the
"iron end," wanted to trade with Con Bar-
rett for Con's sugar, but Con said, "No." You
were always cute, Mike.

That Johnnie Flanigan, our lightning-like
janitor, recently carried home a bag marked
"sugar", but when John opened the bag it
was sand. It took lots of grit to pull that
trick on you, John.

That W. Springer, our apprentice from
Eliot, has put away in camphor his baseball
suit of last season, not without having his
photo taken in it, however.

That Marty Sullivan and Jim Daggett are
matched for a sparring exhibition soon. All
terms have been agreed on except the third
man in the ring. We suggest Kearney as he
is the only fighting man we have.

The question often asked, "Where does
Jimmy Sherry work?"

That the reason that the shop recreation
room is furnished with tables, chairs, lockers,
shower baths and washbowls is for the use
of the men working in the Foundry. The men
who do not make use of these fine features
that are lacking in other Foundries, should
do so and thereby show that we all appre-
ciate them.

That Frank L. Hatch is now a property owner in Kittery. All of us wish you the best of news, Frank.

That Charlie Amazeen, the assistant to M. D., our Cupola man has two days leave with pay due him. What happened, Charlie?

That Milo Austin wears a false face. That is not so. It is just one day's growth of whiskers.

BOAT SHOP.

Why does Polly hold her head so high?

She has been to Boston.

I'll say so!

Business today is all being consolidated. Our candy department with stock room combined is the latest.

A great amount of repair work is being turned out at present; also Title "Z" work.

Building No. 43, the Lumber Shed, is used for boat stowage for boats for issue.

There is hope that when the readjustment which the Government is going through with at present is completed that the Department can give this Yard more work, for the Portsmouth boats are in demand by all ships.

Lieut. Floathe's smile will be missed. We wish him the best of luck in "Pickaxe City."

Our Assistant Manager, Capt. Wyman, has been detached. We'll say we are sorry to miss such a good officer and gentleman, but we want him to know he has the respect of all the employees of the shop and our best wishes for his future.

Why doesn't the Navy Yard Improvement Association arrange for some "smoke talks" this winter to talk over the interests of the Yard.

What do you say, Tom, will you buy the tobacco?

Some of the Boat Shop boys who are still "across" write that they see the Portsmouth boats there and that you can always tell them.

That deer that the "Safety" brought out of Maine may have been fine but this Shop didn't get a look at it.

We're still "on the job," folks! Every employee in the Shop is a member of the Red Cross for the next year.

SHOP K.

According to medical authorities, salt water baths are very beneficial to the health. How are you feeling lately, Butler?

Paul has a new method of removing grease from working gloves. Patent applied for.

White, of the timekeeping force, returned from his deer hunting expedition with a fine large buck. Rollins also went deer hunting.

Campbell is now the proud owner of a horse with four legs, one on each corner.

Joseph's coat of many colors had nothing on Ed's flannel shirt.

Oh, "Stubby" we would suggest the next time you and "Doc" go hunting the same deer you each have your bullets initialed to avoid any possible misunderstanding.

Doris is learning that song "In My Little Oldsmobile." Hope she gets a chance to sing it this season.

Dave is certainly some auto salesman. Longfellow never saw a "Tin Lizzie" and yet he wrote "things are not what they seem."

"Pete" our noted hunter and trapper is getting his equipment ready for his annual offensive against skunk, mink and muskrat. All fur-bearing animals of Rye and adjacent territory take notice.

When the Watertight Door gang went hunting on Armistice Day, what did Shute shoot?

The Laying-out gang on the platform will now sing:

When the frost is on the iron, Riley dear,
You can't expect to find the gang all
here.

With their toes and fingers froze,
Bundled up in all their clothes,

When the frost is on the iron, Riley
dear.

Hartford, you are some fire extinguisher, another illustration of "things are not what they seem."

Aviation Officer to would-be recruit:

Ever had any experience in the air?

W. P. Recruit:

I drove a Ford five years.

Sammy has a new fellow in his department to take the other fellow's job.

Has Connie got his storm windows on yet?

JOINER SHOP.

We are informed by the Safety Engineer that new floors will soon be put in our shop. They are badly needed for both safety and efficiency.

Fred seems to find congenial company on the crane this.

The Vertical Mill is meeting with renewed favor in our shop. Several new members this month. We don't see how any one can afford to stay out of it.

Willie says War Saving Stamps are a better investment than second hand tickets.

The new furniture building for the Submarines will surely be a credit to the shop and the Yard. Good work always pays.

Mrs. Mary Campbell of the upholstery department is on a ten days' furlough.

George Wilson, who has been sick for some time has returned to work.

SMITH SHOP.

Peter Draper is the inventor of a machine that will make it possible to get on a train travelling at the rate of 45 miles an hour.

Forbush recently tried to stop an electric car with his Ford.

Walter Fernald is using the North Mill Pond for a Garage this winter.

The first game between the Smiths of the Navy Yard and Atlantic, the Navy Yard Smiths certainly showed them how to Bowl. The second game we were not so lucky but we are not down-hearted because the team that beat us never was picked out of the Blacksmith Shop at the Atlantic.

When it comes to bowling we all have to take our hats off to Pa Flanigan.

From all reports I hear we are to be supplied with Gas Masks. We certainly need them

Happy Armstrong made some beer and forgot the hops. He reports it kind of flat, but good.

Hank Linscott says that he doesn't think he will have his hair cut before Spring. This is a sure sign of a hard winter.

MACHINE SHOP NO. 80.

It is with pleasure we announce to all lovers of music, a series of noon day recitals have been arranged for this shop to start immediately after the Christmas holidays and continuing until spring. The management has been extremely fortunate in booking many splendid and celebrated attractions, for these recitals; artists, who are eminent in their professions. The most prominent, however, is Madame D. Erdlim Yre Mogtnom, the famous mezzo soprano who will appear at an early date. Members who are desirous of obtaining season subscriptions may do so at the box office after December 15th.

This is to notify all members of the Mutual Aid Association in this shop to show a decided inclination to examine their due cards frequently and thereby avoid becoming in arrears. It will not only be of inestimable benefit to the members themselves, but will greatly aid the shop collector in his work if every one will only keep paid up. All in this Shop who are not members are cordially invited to join, do it now; it may be a great help later. Twenty-five cents will make you a member and ten cents each pay period or forty cents a month will keep you a member. Get busy today.

We think that Roland tried to put one over by giving his residence as "Dartmouth," but we notice he came across with the cigars later. "Good Luck" Fitz. May all your troubles be "little ones."

Leo Dube informed W. J. M. Hackney that the three greatest fighters were Lafayette Foch and Georges Carpentier. Did Gill get peeved?

Mr. Ray Elwood Thompson has returned from a very pleasant vacation spent at Monson, Dover and Dexter, Maine. Civilization is accomplishing wonders, Ray reports, as only three missionaries were killed in the last nine months.

Harold Leyden and Bert Bucklin claim the hunting championship of York County, they having shot a very fine calf at Eliot recently, mistaking it for a deer. Then in order to avoid any difficulties with the owner, kidded him into really believing that it was a deer. All accounts state that after removing all the bullets they fired at the poor animal, it's weight was reduced more than thirty pounds.

Old "Pop" Fall is getting hardened to the weather, previous to going pickerel fishing by working in our new annex.

As one man in this shop explains the three stages of a married man's life: matrimony, testimony, alimony.

William Noyes has returned from Portland where he has taken a contract for sweeping walks, washing windows, running errands and removing ashes. We'll say that "Willie" is some kiddier.

The natives of Holderness are reported as coming out of their cyclone cellars after a sojourn there while Spinney, Winn, Peterman and Dutch Loud were there gunning. The inhabitants there claim that it was an accident that enabled "Dutch" and "Pooch" to get a deer, as they all shot with their eyes closed. Pete had a marine's rifle and all the time he carried it he was performing all kinds of military evolutions. Ralph Spinney after a valiant battle with a porcupine gave up the ghost and fled. Taken as a whole it was a very pleasant trip, but to whom?

We hope that Uncle Sam in his New Year's resolutions will see that we are amply provided for in work and money.

Willie Hackney and Fat "Ed" would be pleased to receive a donation of hot water bottles

"Chick" Fernald is now taking orders for smelts. Order early and avoid the rush.

McManus only wishes that every day was Saturday and he could spend it at Lee Hill, wonder what caused the change from Dennett Street?

They say Cook is some artist with the pasteboards but he can't seem to show up the next morning after a Jazz party.

We wish you all a Happy and Prosperous New Year.

(Continued from page 29)

All possible efforts are being made to obtain additional work and funds for the Yard, but this is a very difficult proposition under existing appropriations. About all we can do for the present is to continue our efforts to turn out our work with maximum efficiency and at minimum cost and to improve in this respect and then to rely on our own merit in future competition when more work will be available. In this, its farewell issue, the "Life Buoy" wishes to urge upon all the imperative necessity of doing their very best, which will be not only in the interest of the Government, but to the personal advantage of each and every employee. It goes without saying that the most efficient employees must receive the first consideration in the matter of retention on the Yard. Each man's conscience should tell him whether he has done his best and whether he belongs in that class.

In saying farewell the "Life Buoy" desires to express its best wishes for the future prosperity of each and every member of the Yard force, and to the community as a whole, and also to the firms and individuals who have contributed to the success of the publication through their advertisements therein.

HOW TO GET RESULTS.

The best and surest way that has ever been learned to get desired results in any undertaking is to know your work—your business; to know it well—to know it better than any competitor. If you would succeed as a lawyer, you must know law better than the average practitioner—you must know more law than you can learn from experience; you must study, practice and develop in the work.

It is the desire of nearly all men to make money, and the desire or ambition is a laudable one. Money makes business; money buys the necessities and the luxuries of life; it is a good thing to have, and it is a good thing to be able to spend it properly, for the betterment of one's self and mankind. Energetic, ambitious and progressive men desire wealth, a desire both commendable and proper, but in the many ways of attaining it too many forget that the surest means is knowledge—knowing how to do things we attempt better than the average men. Such knowledge gives an advantage at the very beginning, and enables us to maintain it through life. If men would spend one tenth the energy, one tenth the time and one tenth the money in acquiring knowledge that they do in a desultory search for wealth, the world would be happier, and men would be richer—richer in dollars and cents, richer in ability, stronger in personality and nobler in character.

OUR BOLSHEVIK MENACE.

Revolution Openly Fomented and Preached to Create Unrest.

By Nicholas Murray Butler, L. L. D.
(President Columbia University)

Most of us remember the romance called "Frankenstein," written by Mrs. Shelley. In that romance there was created a symbol of a human being. Frankenstein had bone and muscle and sinew, and all the outward and visible form of humanity except life, and then at the proper time it was found that this creature was alive. But instead of being subject to those who had made it and under their control, it became a monster, their master, and a violent destructive agent.

That romance, "Frankenstein", may be taken to illustrate what has happened during these past hundred years in the building of a great government. We have been laying rails and felling trees and building bridges, inventing and constructing machinery, and doing a thousand and one things to develop and enhance the value of the material resources of the world, and finally we wake up to find that this great creation so stupendous in its extent, so fundamental in its importance, so widespread in its influence and its significance—that this creation is human and alive.

We are face to face with a problem of adapting ourselves to a comprehension in terms of human feeling, human aspiration, human conduct of this great system which we have been accustomed to dwell upon as purely mechanical and purely material. It is to be hoped that we shall solve these great questions in a spirit of human kindness and of patriotic Americanism. But the condition of our so doing is that we understand precisely what the problem is, and that we do not conceal its difficulties from ourselves by any veil of words, or by any attempt to compromise with the great fundamental principles of morals and of politics.

We find now that those who work with their hands, like those who work with their brains and those who work with their savings, are human beings; that they have wives and children and other dependents to support; that they have aspirations to study and to know and to enjoy the beautiful and good things of life. We find, too, that a feeling, largely artificially fomented, is abroad among them that there is something concealed, something hidden, something odd and curious about our political system that prevents their full enjoyment of their human opportunities and their human rights. The specific question which we have to answer in this country, and which we shall answer, is how to solve our industrial problems in terms of hu-

man feeling, human kindness and human aspirations, without destroying everything which has made our Republic possible.

Our Problem a Human Problem.

We are on the way, just so soon as we have comprehended that we are dealing with a human problem; that we are not dealing with cogs upon the wheel of a machine; that we are not dealing with spokes in a wheel; that we are not dealing with numbered and tagged units; but that we are dealing with human beings. The moment we see our problem as a human problem, we are face to face with the opportunity of those of us—and how vast their number!—who are convinced believers in the Republic; those of us who know what is its message of liberty, of opportunity and of justice, the opportunity to tell that story to those whose eyes are blind and whose ears are deaf to the story of America.

The difficulties of democracy are the opportunities of education. The very purpose of these problems is that we may tax ourselves to our very best and finest and most splendid expression in order to solve them. We are confronted, not alone by the duty but by the splendid opportunity of telling again for the hundredth time the story of America, and telling to these human beings like ourselves who are anxious to know, anxious to improve, anxious to better their condition in the world, that only in and through and by America is there any chance for them whatever. We have got to say that the whole of human history shows that any other door leads to a blind alley of chaos and darkness; that the door of individual opportunity, which assures to every man the full control of the just product of his own labor, is the only known way of building a civilization that will last and that will progress.

One difficulty at the present time is that we have not yet wholly recognized how largely the problem that confronts us has been artificially created. Consider how many men there are who make their living by going up and down this country telling other groups of men that they ought to be discontented, that they ought to be unhappy, that they ought to be dissatisfied, and that they ought to make trouble for their fellows and their comrades! There are thousands upon thousands of such men, many of them speaking our language with difficulty, who are going up and down this land, day by day, adding to difficulties, embarrassing the Government of the Nation and of the States, stopping the wheels of industry, impeding production, increasing the cost of living, because they—these comparatively few agitators—are the heralds of a revolution.

A Revolution Openly Fomented.

We are face to face, not with a secret revolution, but with a revolution openly fomented, openly preached, whose message is falling upon ears some of which are not sufficiently instructed in Americanism to treat it as it deserves. The following record of testimony before a public officer is instructive

The examining public officer:

Q. What do you mean by social revolution?

A. Social revolution means the overthrow of the existing system.

Q. In what way?

A. That is immaterial, but it is not to be the methods of the ruling class, that is plain.

Q. What other way?

A. By organizing the revolutionary workers, making them class-conscious. It is like the depositors in a bank. So long as there is a feeling that the bank is stable, they will deposit their money, but so soon as a doubt comes in their minds, there is a mass movement, and a panic seems to enter them all at once and they rush pell mell to draw out the money. The workers will be in the same position as the depositors in the bank toward the present government. They will feel that they have lost all faith in it through our propaganda, I admit, and through the gradual breakdown of the existing system. Wages will not rise to meet it and they will feel that they are always on the ragged edge. When that condition prevails, and we can instill into their minds doubt and distrust and lack of faith in the present capitalistic methods, even in the Plumb plan, to meet the tremendous reforms necessary—when that stage has been reached and breakdown of industry comes, the revolutionary organizations will spring into existence and will take over the control of your government from the capitalistic class. The reforms generated in Germany under Bismark, they did not do any good. We have to show them that all social reformers are worthless and that the only thing they must do is to organize for communism.

That is testimony under oath before a public officer. Frank, unconcealed and highly valuable because it points to precisely the cause that need give us concern, namely the ability of the agitators to spread abroad distrust. If we can instill into the hearts of our fellow Americans, whatever their occupation, whatever their calling, whatever their racial origin, whatever their political bent or religious belief; if we can instill into them by our personal relations, by our industrial methods, by the administration of justice and by the contact of our governmental agents with them in the discharge of daily business

faith, in America, you have the answer to the propaganda of distrust.

The question is' between faith in America and carefully propagated distrust of American principles, American laws and American ideals.

Must Americanize Our Aliens.

We forget in our easy-going optimism how many there are who have come to our shores to take places in our industrial life and to share in our political responsibility to whom our traditions are meaningless. We forget how many there are to whom the names of Washington and of Lincoln are as remote as the names of Nebuchadnezzar and of Nero. We forget how many have come to us under conditions of revolt and violent dissatisfaction with government at home and who have carried with them that distrust of government, all ready to furnish quickening soil for the seed of the agitator when he puts distrust of America in place of the old distrust of the autocrat or of the tyrant in the homeland they had left.

We forget how earnestly we must address ourselves to the task of making sure that these newcomers, from whatever land, do see the meaning of America, do get a chance to understand America, do learn the history and the opportunity of America. And we must do it quickly; because it has now been discovered by great masses of men that we are so closely intertwined in our lives, that we are so inter-dependent in our interest, that a very slight dislocation of the social and industrial order may bring untold ruin and loss in its train.

Out yonder on the track of a great railroad there will be standing tomorrow morning a great engine, complete in every part, carefully inspected, all ready to move, so soon as the skilled hand is put upon the throttle, and to carry the passengers with safety at a rate of sixty miles an hour. Let someone withdraw from that engine a pin, only partly the size of your finger, or let him disable a valve an inch or two in diameter, and that great engine is helpless. It stands before its task paralyzed and broken, as if it had been torn to pieces. Just so it is with our industrial and our economic life.

We have now come to a point where our great national civilization is so complex, so highly ordered and so completely interdependent, that this organized and simultaneous withdrawal of the co-operation of a relatively small group will bring the whole nation to a standstill. That means that we must find the arguments of persuasion that will make men understand their interdependence, make men understand their duty and their opportunity to their fellows as well as

those of their fellows to them, and see that the solution of these difficulties and differences is to be found, not in the methods of industrial war and by violent attack upon the nation or its government, but by the methods of American reasonableness, of conference, of debate, of examination and of judicial determination of rights, wrongs and possibilities.

The one is the American way; the other is the barbarous way. The one is the way of progress and construction; the other is the way of reaction and destruction. We must remember that this interdependence is yet only partially appreciated by the great body of our citizenship. It seems never to have occurred to a great number of Americans who are wage-earners that they are also wage-payers. Every one of them who wears a coat, every one of them who wears a pair of shoes, every one of them who has a shovel or a pick or an axe has helped to pay the wages of some other American whose labor has entered into the making of those articles.

We are all wage-earners, and we are all wage-payers, and our interdependence is so complete that unless we are prepared to understand it and to act upon it, it is within the power of any relatively small element of our great community to bring its life to a standstill. What we are combating is, then, a wrong idea and a wrong state of feeling and a wrong state of mind.

Stilling the Voice of the Agitator.

We cannot combat such things with force. Force is the proper instrument for repression and punishment of improper and illegal acts; but force cannot reach a wrong idea. The history of the world is that ideas flourish when attacked by force, be they good or bad. The only instrument that will combat a wrong idea, a wrong state of feeling, is a right idea, a right state of feeling. We have got to reach these propagandist doctrines on the plane in which they move. We have got to reach them by instruments that are like in kind, and we have got to prepare ourselves and exert ourselves by reflection and by action to institute in this country so great, so overwhelming a propaganda for America that the voice of the agitator will be stilled in this land. In no other way can we meet the situation that confronts us. It is, of course, quite impossible that civilization should go on if men withdraw their co-operation in industry in order to affect a political policy. That has recently been attempted in Great Britain, it has recently been threatened here; but all must see—and it is so plain that it must be easy to show it to everyone—that if men withdraw their personal co-

operation in the productive work of civilization as a means of forcing a political policy, it is to point a pistol at the head of this Republic. It is to say to the Republic, "Stand and deliver, because I have in my power that which will make you uncomfortable, and will perhaps bring disaster to you and your families!"

No civilization can last on this basis. No government can be maintained with that absence of consent and co-operation. And do not forget that it is perfectly possible to destroy civilization. Civilization has been destroyed before, and it has taken a thousand years to repair the damage done in a generation or two. Civilization might conceivably be destroyed again. It would be destroyed again if enough men were to become so filled with this selfish notion of their own interests and their own importance, and of a class struggle and a class consciousness, that they started to make war on all their fellows in order to advance that notion. It would be perfectly possible to wreck civilization, and none would suffer more when the pillars of the great temple should fall and its roof should cave in, none would suffer more than the very men who would have brought about that destruction.

It is not a question of majority. We are a hundred million, and there may be only fifty thousand of our nation's enemies; but put the fifty thousand in control of a strategic point in our economic and industrial life, and they are as powerful as fifty thousand armed men marching among the hundred million unarmed women and children. It is not a question of numbers. It is a question of the points in our social and economic organization where the influence can be brought to bear. But I repeat, I am not of those who believe that we shall fail to meet this situation, because whenever the American people have had an issue simply, definitely, and clearly put before them, they have never failed to decide it for America.

Courtesy of

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EDITORIAL NOTE.

If there is anything wrong in this land of ours—and probably nothing under the sun is perfect—we have ample means of correcting it by proper and peaceful methods just as soon as a majority of the people want it. Improvement is no doubt needed in many ways, and progress and change go hand in hand, and all necessary change can be effected by orderly processes without tearing down the structure on which we all stand and thereby destroying our civilization and ruining us all together. None could escape such a catastrophe.

It is believed that the American nation is sound to the core and that it will demand fair play and justice to all of its fellow beings for the common good of all. It will not submit to control or destruction by unrepresentative minorities, whether they be anarchists, self seeking capitalists, adventurers or any other class. The majority will manage its own affairs. Russia is today, probably the worst despotism in the history of modern times. There is no real liberty there, no joy of living such as we know—only hardship and suffering and tyranny and iron discipline except for the few who have managed to gain control of the nation. All others are ground under and dare not raise their voices in protest.

Through it all we must remember that times are not normal now and can not be so yet. The world can not pass through so destructive a war and emerge without suffering on a vast scale. We in this country should forget our minor and temporary hardships, our high costs of living, etc., and give thanks that our suffering is probably less than that of any other nation on earth, far, far less than most. This country is now a Heaven compared to many others. We should then go about our business in an orderly manner and put our house in order and correct our wrongs as we see fit. Wrongs there undoubtedly are, and we shall correct them in our own way in due time and without destroying all the good things in so doing. If we will but see clearly we shall find both good and bad, but very, very much more good than bad. Let us be a nation of optimists and we shall find that much that we thought bad is no so bad after all. Much of the bad will disappear from our view.

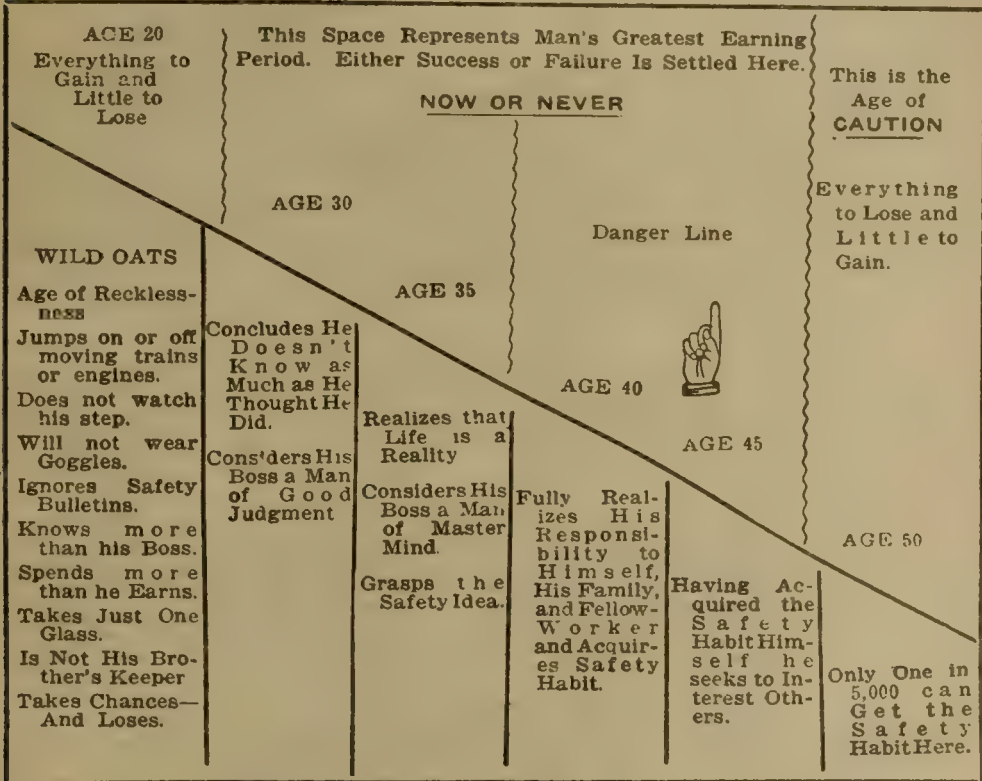
Let us first try to correct our own individual faults before we look too hard for the faults of others.



Miss Teresa M. Paul
BIRTHDAY DECORATION

The Safety Ages of Man

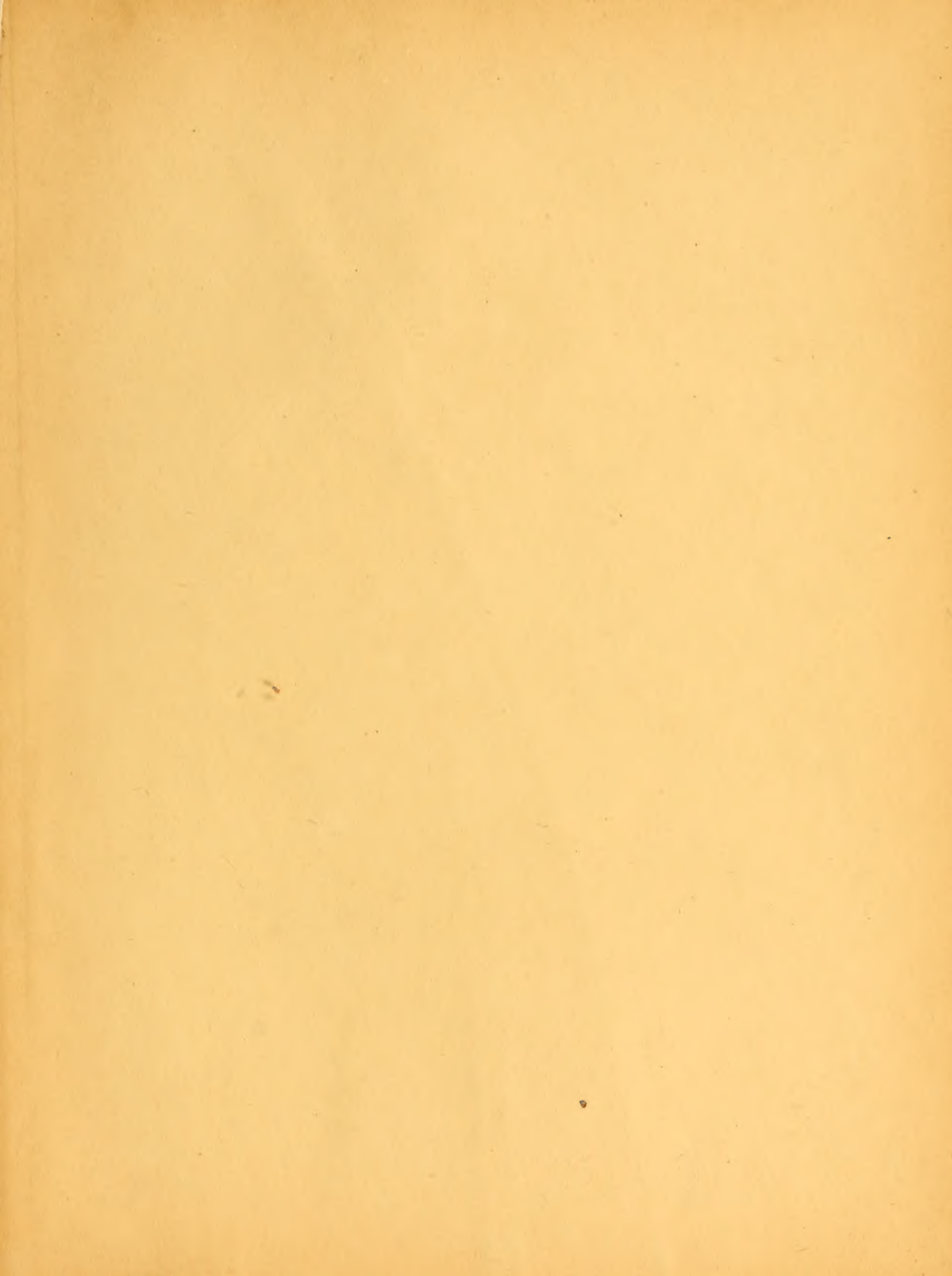
This chart should make anyone realize the absolute necessity of employing all his time safely and to the best advantage.



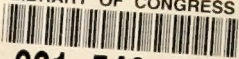
Out of one hundred average healthy men at twenty-five years of age, statistics prove that at sixty-five years, thirty-six will be dead, one will be rich, four wealthy, five still supporting themselves by work, while fifty-four of the one hundred will be depending upon friends, relatives or charity.

Promote Safety and Safety will promote you.—Extract from "Under Cover."





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